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KTM POWERPARTS

KTM POWERWEAR





This is the first time in five years that I have not been over to the Isle of Man racing, and I can feel I have not had my fix. I've been glued to the TV and I must compliment DStv here because they have been giving fantastic, proper coverage every night. I've also been following it on Manx Radio via live streaming at the office so do yourself a favour and listen to one of the races live on radio next year. It's like the good old days of listening to Squad Cars except that nowadays, with the invention of tablets and smart phones, there are just so many more options available and, if you are as addicted as I am, you'll find it very entertaining for roughly two hours. This is indeed the information age where everything is at your finger tips. I love the interviews with the riders afterwards, there is a humility and a vulnerability in their voices that you never hear from the other world stages. Having done it myself I can promise

you the emotions run high. There is a constant awareness that what you are doing is life threatening and if you mess up just one little bit you will die. It's a surreal state of mind to be in for such a long period of time; you are so focussed that, when you are done, there's an eerie calmness that comes over you and you can hear it in the racer's voices. James Hillier's emotional post race interview, after coming third in the Superbike race, was exactly that, you could hear he dug deep, deeper than he thought he should have. Then he got a second in the Senior, and he started believing he deserved to be on the podium - he is definitely a man to watch next year.

Hutchy is back and after what he went through with his leg mangled the way it was, the mere fact that he is even riding a bike, never mind a superbike, around the most unforgiving track in the world is astounding. And then I want to leave the best for last, John McGuinness on his Honda Fireblade, again in the Senior, set a brand new lap record of 132.701mp/h

[213.56 km/h]. He did this in the second lap and mentioned it as he came in to pit. In his post-race interview, he said he knew he was quick and when he actually saw the lap, he thought to himself that if anyone went with him at that pace he would give it to them. I think John most probably knew that nobody could come at him when he was so on form. My golly that man is smooth, he never seems to roll off fully, always just to max half throttle and then gets smoothly back on it again and, at 43, he is no youngster. A funny thing happens to us guys as we get older, an irritating gnawing little age demon keeps nipping at us and slowly we start believing that it's right and we need to change the guards. But, nonetheless, I absolutely love to see the old dogs like Bruce Anstey and McGuinness hand out a can of whip ass to the youngsters!

Clinton Pienaar Editor



The South African Team



SuperBike

MANAGING EDITOR

Natalie Brits
011 791 4611
natalie@superbikemag.co.za



SuperBike

LEAD DESIGN
ROAD TESTER
Gareth Davidson
011 791 4611
gareth@superbikemag.co.za



SuperBike

SUBSCRIPTIONS

Michaela Vorster
011 793 4255
info@sabiking.co.za



SuperBike

CONTRIBUTOR

Bill Hunter
bill@billysbikes.co.za



SuperBike

KEY ACCOUNTS
MANAGER
Ian Pepler
082 465 2734



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FINE PRINT

SuperBike is produced and published by SABA. Enquiries on 011 791 4611. E-mail us on: info@superbikemag.co.za. Call us if you can't find the mag anywhere and we'll do our best to sort it out.

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Distributed by On The Dot.

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Copy anything and you'll have to subscribe to any other local bike mag and get nothing, or we'll organise a wild card ride in the World SBK on an Italjet 50...and we know you don't want that.

JOKE
of the month

I think my neighbour is stalking me as she's been "googling" my name on her computer. I saw it through my telescope last night.

NEXT ISSUE ON SALE: 27 July 2015

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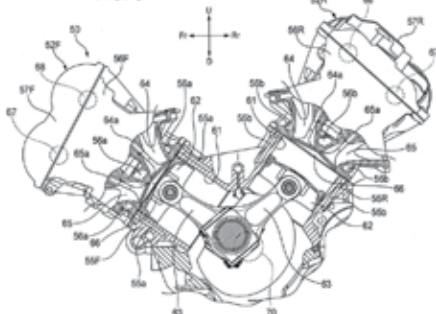
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FRONT END

- NEWS
- NEW BIKES
- PEOPLE
- EVENTS

ARRIVING SOON AT SOUTH AFRICAN SUZUKI DEALERS!

Suzuki have surprised their fans by adding two new models to their 2015 line up. The GSX-S1000 and GSX-S1000F are very pleasing to the eye and will definitely be very fun to ride. The motor used in both models come from the K5 GSX-R1000 superbike which, in its day, was the strongest superbike of its time.

Suzuki claim 160hp, and if this is the truth, Suzuki better bring a whole lot as these will fly off the showroom floors.

Suzuki have added a 3-stage traction control system to the two models and added ABS which is standard on most modern bikes nowadays.

The models should be available to the public in about 2 - 3 months time, so get some information from your nearest Suzuki dealer and put your name down.



● GSX-S1000F



● GSX-S1000



KTM INTRODUCES NEW GENERATION SX RANGE!

KTM is pleased to introduce the model year 2016 SX range, which is a completely new generation of motocross bikes that are lighter, faster and even more agile than before with a huge weight reduction thanks to a new chassis, revised engines along with the brand new AER 48 fork system by WP. The new range will be available from June onwards.

For more information contact KTM Motorcycles SA (Pty) Ltd on 011 462 7796.



● KTM SX450-F



● KTM SX50

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Indian Motorcycle, America's first motorcycle company, is pleased to announce the all-new 2015 Indian Roadmaster setting a new benchmark as the ultimate in luxury motorcycle touring.

Originally produced from 1947 to 1953, the Indian Roadmaster was widely recognised as one of America's most reliable, feature-laden and comfortable touring bikes, and the all-new 2015 Roadmaster is destined to continue that tradition. In keeping with its legendary



namesake, the Roadmaster comes loaded with premium features for comfort, convenience and luxury, including expansive storage capacity and unmatched power and performance.

The 2015 Indian Roadmaster is available at a starting price of R425,000 and is available in Thunder Black, Indian Motorcycle Red and two-tone Indian Motorcycle Red/ Ivory Cream paint schemes.

Contact 011 823 8400 for your nearest dealer.



SCRAMBLER DUCATI AND PIRELLI TOGETHER FOR THE SPECIAL EDITION BY VIBRAZIONI ART DESIGN

The technical collaboration between Ducati and Pirelli is an example of successful synergy between two Italian greats which has also involved the new brand from Borgo Panigale: Scrambler Ducati. In fact, all the versions of the Scrambler are fitted with Pirelli MT 60™ RS tyres, developed specifically for the iconic Italian bike.

Thanks to this strong bond, the two companies decided to collaborate on the artistic aspect as well, commissioning Vibrazioni Art Design to create a work of art on the two-wheeler.

And so the "SC-Rumble" was born, a special edition manufactured as a single unit. Built on the base of a Scrambler Ducati, on the two sides of the tank it has a rubber sheet, laser inscribed with the tread design of the factory tyres and the Scrambler logo



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THE NEW ARAI RX-7V

The RX-7V represents the summit of Arai's knowledge, experience and know-how in helmet technology. With a completely new PB-SNC² outer shell, the revolutionary VAS ("Variable Axis System") visor system and a significant increased smoother area around the temples, the RX-7V offers the new benchmark in the premium helmet segment. From the also new Eco Pure liner with an even slimmer frame, to the new ducts, improved diffuser and the integrated Air Channels, every part shows the attention to detail that is so typical of Arai. Arai has continually improved the "glancing off" performance by learning from real scenarios. Thanks to the new stronger and smoother shell and VAS, the RX-7V is closer to the ideal helmet shape than ever.

For more information contact Bikewise on 011 566 0333.



CANCELLATION OF AMID EXPO - 2015

The Association of Motorcycle Importers and Distributors (AMID) has announced that it has decided to cancel the AMID Expo in 2015. This follows the withdrawal of a number of members from the Expo this year.

"AMID is sad to see the show go, but this is a reflection of the times we are living in" said AMID National Director, Lachlan Harris. "Members feel that their marketing spend would be more effectively used on more focussed activities for the time being and as such will be pursuing a number of independent initiatives".



CHROME MOTORCYCLES AND BORN2RIDE JOIN FORCES

Chrome Motorcycles is in the process of acquiring the controlling share of Born2Ride, Victory and Indian Motorcycles Sandton. The new business will be headed up by Malcolm Anderson - founder of Chrome Motorcycles - and Ian, Dan, and Natalie will be joining the existing Born2Ride team.

The Parkhurst dealership will focus on new Indian and Victory motorcycles and will offer a large range of branded clothing and riding gear. The Sandton dealership offers the full range of Indian and Victory Motorcycles, selected pre-owned Harley-Davidsons and other interesting brands.

They offer a full workshop and impressive service facility specialising in American V-twin motorcycles and offer services for other brands.

For more information contact Chrome Motorcycles on 011 880 2533 or Born2Ride on 011 463 2211.



HONDA KYALAMI TO STAGE THE WORLD'S LARGEST HONDA CARNIVAL SALE

Cayenne Honda Kyalami continues to live up to his promise of making motorcycling more affordable in South Africa, Cayenne Honda Kyalami will be staging the world's largest sale ever staged for the Honda brand, the Cayenne Honda Carnival Sale, starting July 1st.

From the 1st of July to the 29th of August, brand new Honda motorcycles will be sold at prices never to be repeated in South Africa and exclusive to Honda Kyalami and Cayenne World. "In some instances certain Honda units will almost be R70,000 below the normal retail price, but the largest percentage savings are to be had in the 500 to 750cc segment this being up to R20,000. Over and above this all of these motorcycles qualify for FlexiFin which means 0% deposit and the lowest installments imaginable, included in the Cayenne Honda Kyalami Carnival sale is over R2 million in Honda, parts and accessories that will be discounted during the Carnival period.

For more information on the Kyalami Honda Carnival Sale call Berto, James or Clinton at Cayenne World on 011 244 1900.



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INCLUDES: Arrow 3-1 low boy exhaust. Value R18 890.

EICMA PRESENTS THE SCRAMBLER DUCATI BUILT BY RADIKAL CHOPPER

The Scrambler Ducati, built by "customiser" Andrea Radaelli of Radikal Chopper, winner of the EICMA Custom International Bike Show 2014, was presented at Deus Ex Machina in Milan.

Organised in collaboration with LowRide magazine, the Deus Ex

Machina contest took place last November during EICMA 2014. The event saw the participation of around ten customisers - the creators of some amazing bikes - who challenged one another for the ultimate victory.

EICMA rewarded the winner with a Scrambler Ducati, as well as the opportunity to interpret and personalise the bike according to their own personal style. This was just one of the event's many initiatives lined up during this prestigious international motorcycle exhibition.

Personalised from nose to tail, the Scrambler Ducati was presented alongside a photographic record illustrating the various stages of its transformation, as well as all the elements that played a role in its creation. This unprecedented bike will also be playing a leading role in upcoming events, attended also by Scrambler Ducati.



THREE LUCKY MOTO GUZZI V7 BUYERS STAND TO WIN A TRIP TO THE FACTORY IN ITALY IN THE CAYENNE CUSTOMISE YOUR OWN V7 COMPETITION

Moto Guzzi SA, a division of the Cayenne Group, launched their "Win a trip to the Moto Guzzi factory in Italy" competition, whereby three new buyers of the popular V7 stand to win a trip to the Moto Guzzi factory in Mandello del Lario, Italy.

"The rules for entry are very simple; customers buying a new Moto Guzzi V7 can design and customise their new V7 and have a free hand to do almost anything they want to their new V7 and we will certainly assist them from our experience and show them some of the options available. These consist of paint jobs, graphics, the side panels, back and front mud guards, tank, exhaust, conversions to a café racer or scrambler, right up to having one's very own personal number on the traditional Moto Guzzi side plate, but we basically want the customer to do their own thing."

"The promotion runs from the 1st of July to the 1st of January 2016 and the three best looking designs will win the prizes with judging done by Roger Mc Cleery and our sales team. Added to this promotion is V7 buyers have our unbeatable FlexiFin finance package with its two year warranty, free three year service plan, plus the 0% deposit, up to 72 months to pay, a guaranteed trade-in facility above book value, guaranteed buy back at 60% after three years and 24 hour road side assist," said Langton

For more information on the Moto Guzzi V7 competition call Cayenne on 011 244 1900.



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educating other motorcyclists, who have no idea or real understanding of our culture or lifestyle, may only be beneficial.

In closing, I hope that these articles continue to educate and assist those who would not have known any better and thank you, Natalie, for having the courage to delve into a rather deep and complicated culture.

Duncan

Hi Duncan

Thanks so much for your letter. As you so rightly say, these articles are to inform and educate other motorcyclists and hopefully clear up any misconceptions, thus ensuring harmony between patched and non-patched riders.

Natalie

▶ WHAT'S IN A PATCH?

Hi Natalie,

I'd like to congratulate you on a well researched and presented article and I hope that the future articles will be just as enlightening for those who have yet to understand what patched motorcyclists are about or how this subculture works. It is unfortunate, however, that there are certain patched riders out there who are arrogant enough to think that they know it all. Blom Flower, this is for you. It was clearly stated where the protocols were sourced from and this was not to say that it is where the "patch" originated. Perhaps you should have had the courage to explain where the "errors" in the article were so that those who have read it may be made aware of such "errors".

I too am a patched rider, for which club is irrelevant as I'm writing this in my personal capacity, and feel that informing and

▶ SUPERBIKE SOUTH AFRICA

Dear Clinton

I am a fairly recent subscriber to your magazine and write merely to let you know how impressed I have been and am by the presentation and content of your magazine. As a relative novice (and somewhat older than most) motorcyclist I find the information contained in your magazine relating to today's motorcycles and the contemporary motorcycling scene absolutely intriguing, if sometimes a bit beyond my grasp technically. Your own hands-on approach to motorcycling events and new machines is very evident in your writing and shines through in each issue, and I congratulate you on this.

I have gained enormous pleasure, too, out

of reading June issue's piece about board racing, which I found intriguing. Although I don't go quite that far back, I remember as a child being a regular at cinder track speedway race meetings in Pretoria in the 1950s. As I recall, most of the riders were British and were pitted against local South African speedway riders; virtually every meeting was a test match but maybe my memory isn't all that good. I just remember how exciting it all was.

Andrew Dalling

Hi Andrew

Thank you for your kind words, my English teacher would pass out if she knew what I was doing for a profession. Luckily there is Natalie, spell check and passion. Gavin Foster's piece on board racing is now going to be a regular in the mag. Please do fill in our questionnaire on Survey Monkey, who knows, you might win the little MSX Honda 125.

Clinton

▶ YOU COST ME MONEY AND I AM GLAD YOU DID!

Hi Natalie

Your enthusiasm for your various Triumphs is contagious. I've been a road rider all my life and have owned a number of older Hondas. I'm from the US and have been in SA for about 12 years now. I have a 1976 CB750 convertible in the US and I call it a convertible as I can change it from ordinary, mostly stock looking (Dr. Jeckyl) to a cafe racer (Mr. Hyde) in about 20 minutes. So if I am riding with my wife, it is Dr. Jeckyl and when I go out with the guys, it is Mr. Hyde. I was riding a first generation 1986 Honda VFR 750 over here until a couple weeks ago. I semi-retired a few months ago and we are moving from the hustle and bustle of Joburg to the Garden Route as soon as we sell our house which got me thinking of all the great adventure bike articles I've read in SuperBike Magazine recently. It looks like there are lots of interesting dirt road adventures in that part of the country so I thought I'd try something different and get an adventure bike. I've always wanted a Triumph but thought I would someday find an old Bonne and restore it. I looked at the Suzuki 675 (too small and just did not click with me) and the BMW GS 800 Adventure (too expensive and just did not click with me). I saved the Triumph Tiger 800 XCx for last and it was the Goldilocks pick,

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just right in every way. I picked up my brand new 2015 bike a week ago and both my wife and I absolutely love it. I can't believe how good the suspension is.

We are both really looking forward to some great dirt road adventures once we move and it is all your fault because you are so darned enthusiastic about your Triumphs.

I love the magazine and the fact that it caters to all types of bikes. Never thought I'd own and adventure bike but I still enjoyed the articles. Keep up the good work!

Ken Cram

Hi Ken

I have yet to ride the new Tigers and am so looking forward to it. As you know I lived with the outgoing Tiger for a while and I loved it. Having said that, you need to add a Scrambler to your garage. You won't be sorry!

Natalie

▶ GOOD SAMARITANS

Hi SuperBike

I am a relatively new rider and foreign to the biking community but have been an avid reader of your magazine for a while now. I humbly ask you to please publish the names of a group of riders and some bystanders so that the greater biking community can witness what is happening out there.

In January this year, a mate and I took a relaxing Sunday ride to Hartbeespoort Dam via the R512 from Strubensvalley.

About halfway into the journey, he was involved in a very serious accident with a motor vehicle. A group of witnesses stopped to assist, first on the scene was Elana and Ed Sheppard (IMB South Africa) who were a few cars behind and witnessed the accident. Shortly thereafter a group of bikers arrived and immediately attended the scene. They were VOG from the East Rand and some of them were redirecting traffic, while others called for the ambulance and the police. I was in total shock and wasn't of much help other than staying on the ground and talking to my friend while waiting for medical help. The police duly arrived some time later and, in the midst of all this chaos, I heard a voice that shouted: "I am not going to leave him alone to deal with police and ambulance". The voice sounded like an angel from heaven but it was the voice of Cathy from VOG. I overheard a discussion where some of the bystanders from the local community voiced disapproval of bikers always causing accidents on the route. They (VOG) all came to my defence that not all accidents were as a result of bikers. After Koos was taken to hospital by ambulance, the VOG group still did not leave, they loaded the damaged bike on their support bakkie, driven by Werner's wife

Sonnika, who took it back to my friend's house in Strubensvalley and then made the journey back with me to make sure I was ok.

Now that the dust has settled, I want to use this opportunity to voice my sincere gratitude to the members of VOG, Corrie, Cathy, Werner and Sonnika, Dave and Lana, and Derek and Michelle. Also to Elana and Ed (who I found out later were bikers also) and everyone that stopped to help that day. You have shown by example your kindness to a fellow rider, and in witnessing this, I shall extend this assistance in future to all riders in need because I have experienced first-hand the trauma of an accident scene.

Jack Pan

Hi Jack

It's lovely hearing stories like this. Bikers are a big family and if there is a biker on the side of the road, you have to stop and help or at least ask if they need help. It's what keeps motorcycling special and only once you are part of it do you understand it. Well done VOG.

Clinton

▶ SUPERBIKE CONTENT

Hi SuperBike

I am a SuperBike reader. I suppose I was a true biker in that I commuted 140 kilometres per day, rode over week-ends and toured during all seasons of the year, come rain or sunshine, cold or heat! I say was because in September 2012 I was involved in a very serious bike accident and the initial diagnosis was that I would be permanently disabled. However, with the help of a great orthopaedic surgeon, physiotherapist, rehabilitation hospital and occupational therapist, I returned to work after four months. I was riding again before I could walk properly. I am relatively mobile, I can perform all the tasks of daily living and I am very grateful. I recently sold my bike and I am not riding currently, however, I am always looking.

But this is not the point of my mail. I have neither been a publisher nor a journalist. I do, however, sense that it is becoming increasingly difficult for print media to remain profitable. Having said that, here is my gripe: It seems to me that SuperBike concentrates mainly on advertisements and covering new bike models. I assume that you get paid to do so. I would love a bike magazine which covers the following and I don't know of a single such publication in SA:

- New bikes (which you cover).
- Useful advertisements (which you cover).
- Articles which explain the mechanics of various types of bike designs and engines in a user friendly way.
- Rider safety tips.
- Touring routes and biker friendly

accommodation.

- Beginner, intermediate and advanced riding skills and tips.
- Articles (not advertisements) on biking gear and options as well as the pros and cons of rider gear and accessories. For example what should a rider consider when buying a helmet?
- Guidelines on bike maintenance.
- Guidance on buying a bike for newbies.
- Technical trouble-shooting tips.
- Second-hand bike ads.
- Interviews (Q & A) with well-known bikers.

Anton Schutte

Hi Anton

Thanks for your mail, we will dissect it and for sure consider your points seriously. Sounds like you went through quite a big ordeal, glad you are still around to tell the story. I'm assuming you are a new reader as almost all of your points have been covered in the mag fairly recently to some degree except for maybe for the road riding tips. I've been putting it off for far too long now but people like you are getting me motivated to actually get going with it.

With regards to your accident; was it avoidable? Could you have prevented it had you done something differently? Just about every crash I've had I was thinking that I was really "styling" just beforehand!

Clinton

▶ HOW LOW CAN YOU GO?

Dear SuperBike

Having ridden my KTM Duke 390 for the past year, I decided to upgrade to a Suzuki 750 GSR (kids crying, no holiday this year!!). Having just run in my Suzuki I'm starting to open it up more, but struggling to keep up with my fellow bikers in the corners.

So my question is right now, how low can I go in the corners to keep up?

Andrew McLennan

Hi Andrew

You did not mention where you are in SA. Let's assume you are up here in the smog! If so, the only place you will be able to gain confidence is to come to any of the various track day companies. I'd like to think we are right up there with the best of them but at least just get yourself onto a track. It's the ONLY way.

Clinton



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STUFF

PRODUCTS OF THE MONTH

SCRAMBLER DUCATI SHORT TRACK HELMETS

PRICE: HELMET R2,871.09

GOGGLES R1,185.03

The Short Track jet helmet is the result of the collaboration between Ducati and Bell, two brands that have characterised the history of motorcycling and have taken original ideas from the past interpreting them in a contemporary way. An external fibre shell, developed in five sizes, combined with an EPS interior, in five sizes, make the Short Track helmet compact and comfortable. Available in black-white and brown-yellow versions, the helmet boasts graphics that immediately projects you into the Scrambler world. Equipped with a microfibre interior and D-ring fastener, Short Track can be completed with the sunshade visor (included) or with the Scrambler Heritage goggles (sold separately).

► Contact - Tasha at Ducati Johannesburg 011 919 1600 - Tasha@ducati.co.za



ARAI RX-7 GP ISLE OF MAN TT 2015 EDITION

PRICE - R13,495 (ESTIMATED)

Always a design everybody is anxious for. For 2015 designer Aldo Drudi has again created a masterpiece which is a composition in blue, red and striking gold with of course a prominent position for the three-legged Isle of Man symbol. This year's RX-7 GP IOM TT '15 will again be produced in a limited production run. It is based on the race-ready RX-7 GP model and Aldo Drudi, under his signature "D-Perf", has created this stunning design for this '15 version. Arai is the helmet of choice at the Isle of Man TT as it is the official helmet brand and preferred helmet partner of the TT organisation.

► Contact - Bikewise on 011 566 0333 for a dealer near you



SCHUBERTH C3 BASIC HELMET

PRICE - R5,995

The C3 Basic is the helmet for a relaxed, sporty tour. Never before was a flip-up helmet smaller and more compact than the premium flip-up helmet from Schubert. With its successful synthesis of sportiness and comfort together with a noise level of 84 dB(A) at 100 km/h, which has never before been achieved on the market, it sets new standards. The helmet shell consists of S.T.R.O.N.G. fibre, a special glass fibre reinforced duroplastic matrix, and is produced in two helmet shell sizes.

► Contact - DMD on 011 792 7691 for a dealer near you



BERIK 2.0 LEATHER JACKET

PRICE: R5,720

Natalie looks very happy, for once, to be wearing this splendid 2015 Berik leather jacket, from their race department. She especially likes the lack of those silly "speed humps" on the back, which only needs to be found on full leather race suits, so this particular jacket can be worn for any occasion. Inside you'll find full and patented body armour to protect your pointy bits, but without doubt the best thing about the 2.0 is the dramatic choice of colours, which Natalie and we adore. Funny how we haven't seen Natalie, or the jacket, since these photos were taken though...

► Contact - Promotion Products 011 708 7721 to find your closest Berik dealer



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The Matris steering damper with adjustable hydraulic operation derived from Racing complete with cross yoke mounting bracket.

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It has a Speed Sensitive progressive hydraulic damping system with Hydraulic brake adjustment ring nut has calibrated holes with 16 "active" and micrometric points of hardness adjustment.

Check out the all new website www.race1.co.za & new store No.5 Dytchley road, in Kyalami. 011-466-6666

The products displayed are exclusive to RACE!®. The pictures displayed are correct at the time of print of this publication. E&OE

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R289,900.00



2013 BMW R 1200 GS by RACE!®
 Full Arrow exhaust system - Marchesini wheel set - Carbon covers - Braking wave discs - Lightech crash bars - Lightech bar clamps - Lightech bolt set - Lightech resevoir caps - Lightech frame plugs - Lightech head bolts - Lightech foot pegs - R100k worth of extras
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BMW HP4
 1,550km - Full Akrapovic exhaust system - Full fairing race kit - Brembo callipers - dark screen - R&G paddock bobbins - Quick shifter
R245,000.00



BMW R Nine T by RACE!®
 Bike is brand new - Custom paint work - Polished tank - Painted wheels - Custom tripple clamps - Ceramic coated full Arrow exhaust system - Lightech bar clamps - Carbon fibre bar tubes - Carbon fibre front fender - Carbon fibre air intake - Carbon fibre engine covers - Carbon fibre belt cover - Lightech head screws - Lightech rear wheel cover kit - Lightech axel protectors - Lightech oil filler cap - Lightech frame plug kit - Lightech brake and clutch resevoirs - Sprint filter - Brembo monoblock calipers - Brembo brake master cylinder - Brembo clutch master cylinder - Braking wave discs - Bar end mirrors - Bike is a one of a kind built in house by RACE! SA
R289,900.00



1999 Aprilia RS250 by RACE!®
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Aprilia RSV4 WSBK spec by RACE!®
 Full titanium Arrow exhaust - Dyno Jet quickshifter - Full carbon fibre body kit - WSBK Öhlins suspension - Öhlins steering damper - Brembo brake master cylinder - Brembo clutch master cylinder - Brembo radial cnc monoblock GP4 RR caliper - Marchesini wheel - Lightech triple clamps - Lightech rear sets - Lightech chain adjusters - Lightech frame protectors - Lightech engine covers - Lightech axle protectors - Febur additional radiator - Samco hoses
R1,000,000.00



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T&DS

POWER STRUGGLES

Who is king of the castle in the power wars?

Words: Clinton Pienaar

Pics: Eugene Liebenburg, Boom Productions & Gareth Davidson



BMW has had it all their own way for some time now, they entered the arena in a fairly unassuming way a few years ago and immediately leaped to the front of the all out power pack, leaving the Japanese manufacturers almost dumbstruck. Well almost all of them as it was only really Kawasaki who came to the fore to challenge from a Japanese perspective. Ducati and Aprilia upped their offering but before they all had it out, BMW again came back with an even more refined and powerful bike for 2015. But wait, there's more, Yamaha has put the Germans squarely in their sights and have

sworn to topple them from their pedestal, so have they got it right?

Testing bikes is such a subjective thing, as soon as you chuck man into the equation, a myriad of variables come into play, for example lap times, 1/4 miles and stuff like that. Even if you use one rider, and do a few runs, he might or might not have dragged the clutch that smidgeon longer on the one bike whereas the other bike might have needed a slightly different approach. This will be bar room talk forever and you'll always have guys shouting "foul" from the different corners!

Here at SuperBike have decided to take

a very clinical and scientific approach. We don't mind if the pink bike beats the yellow bike, we are going to report it as it happens. We need the bikes to compete on an equal footing, which means you have to run them on the same rubber at the same pressure and then we need to adjust the pressures to 2.5 bar at the front and 2.8 bar at the rear for the road test as opposed to 2.0 bar at the front and 1.7 bar at the rear for the track session. Weight also plays a significant role so we made sure that when we did comparative tests the bikes were filled up and equally fuelled. We even made sure the tyre pressures were



BMW S 1000 RR

Power: 171.6hp

Torque: 104.4Nm

Weight: 204kg

Wheelbase: 1,438mm

(Power figures tested at BikeWorx Dyno by Noddy van Greunen)



the same when doing the dyno runs and we carried them out within 10 minutes of each other, eliminating the variable of atmospheric pressure and cold thin morning air as opposed to late afternoon flat air as well. Yes, we are going to do all the 1/4 mile times, roll ons, lap times and top speed runs, but let's get one thing out the way first, that being the dyno readings. Many people reckon a dyno is a waste of time and that it does not translate into track performance but what I like about it is that it paints a clear picture about what you can expect on the road. First up the R1 and Noddy, in his customary fashion of not mincing

words, immediately pointed out on how small it was, nothing at all like the old one. 170.12hp at 13,750rpm with the max torque of 102.98Nm at 8,200rpm. Wow not bad and what an improvement on the outgoing model because there is easily a 15% improvement. And now for the moment of truth, roll on the RR, the BMW pipping the R1 only just at 171.60hp at 13,500rpm. The RR with its conventional crankshaft and not a crossplane one like the Yamaha has, puts out 1hp more at top revs, even the ultimate top end torque figure is very close at 104.4 at 8,730rpm as opposed to the R1's 102.98Nm at 8,200rpm. But what is

clear to see is that even though we are lead to believe that the crossplane crank gives low down torque, it's actually the BMW which has the upper hand at low down revs between around 4,200 and 7,750rpm (see graph attached). It's going to be interesting to see once we get a longterm R1 if the full Akrapovic pipe will rectify this shortfall but, for now, on paper at least, things are looking very close.

We have just acquired the latest software and hardware from Racelogic, which is arguably the most accurate data generating equipment around and gives km/h per hour broken down to 0.1km/h. So we went to our

Yamaha R1

Power: 170.2hp

Torque: 102.98Nm

Weight: 199kg

Wheelbase: 1,405mm

(Power figures tested at BikeWorx Dyno by Noddy van Greunen)



favourite stretch of asphalt on the satellite road, getting Gareth to be our pilot as he is able to tuck in nicely behind the bubble. We set him off on a 2km top end run which we did three times with every bike, ultimately taking the fastest time. The Racelogic gives you 0 to 400m, which is as close as dammit to the 1/4 mile at 403m. It then gives you elapsed time and speed and then goes on to give you the ultimate top speed, again with the BMW pipping the R1 by one single km/h for bragging rights, but hey, it is only one km/h.

For the sake of this comparison, we pitted the standard R1 against the BMW here as opposed to the R1M from a price point of view because up until we go onto the track, the R1M will have no performance advantage over the standard R1 and, again on paper which in this case is the invoice, these two bike stack up very closely. The only place where the BMW gave the R1 a real beating was on the roll ons which was clearly going to be the case when looking at the dyno printouts. One could argue that

you would always gear down if you were in a bit of a heated drag but, in the everyday street riding life, it is the BMW which will be a little easier to live with. Again, with the electronically adjustable suspension on the RR as opposed to the manually adjustable R1, the RR wins the street cred battle based on price and the comfort setting on the suspension. Yes the R1M has that option as well but it costs R100k more. Did I mention heated handlebars and speed control as standard on the RR?

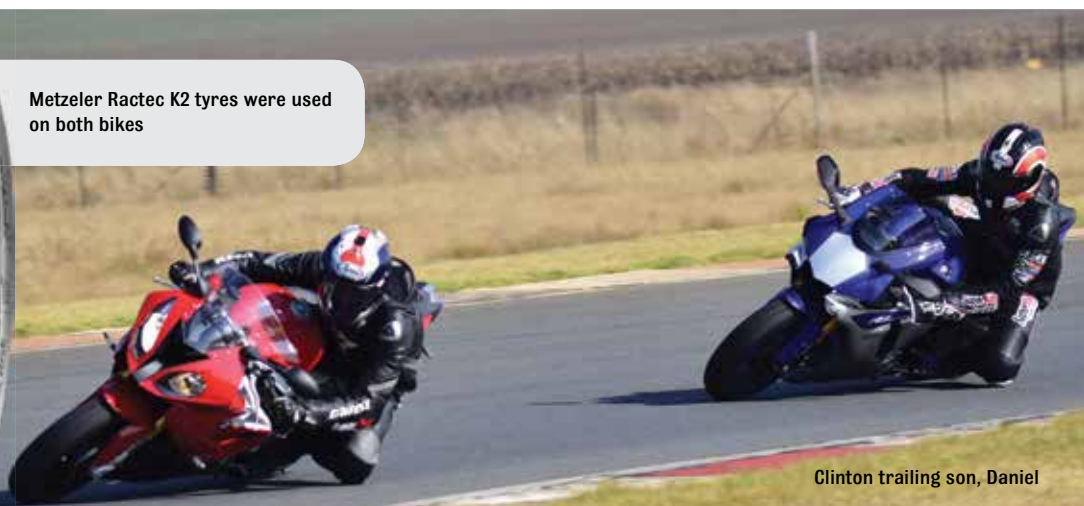
Now for the track test which was held at Red Star as it is the most readily available track. We chose four riders of different levels and first off was Gareth (28) who is our



Daniel was surprised to be quicker on the R1 as he felt the BMW was an easier bike to ride



Metzeler Ractec K2 tyres were used on both bikes



Clinton trailing son, Daniel

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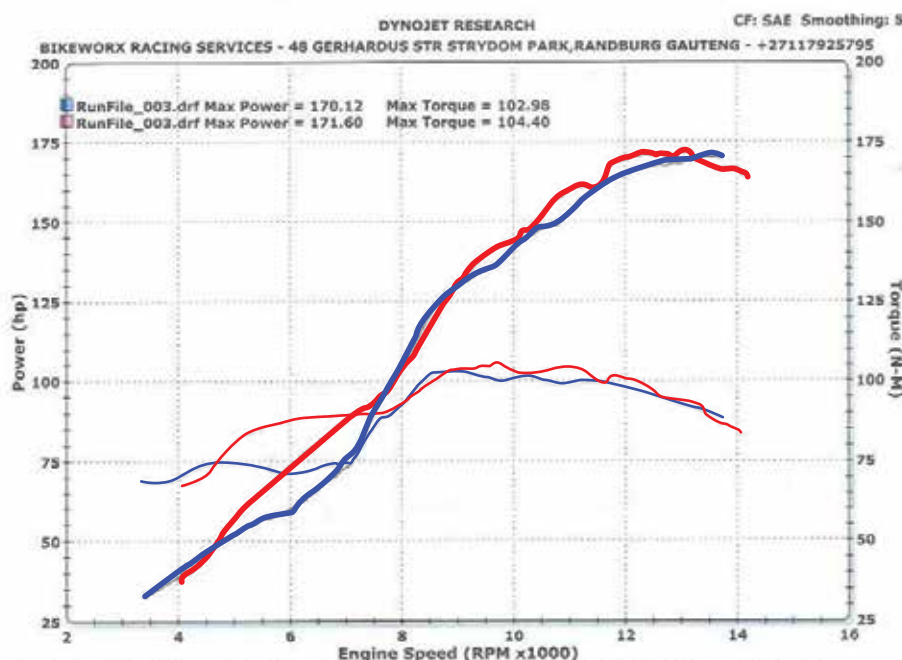
racer at the Mag and has been unbeatable in the BOTTS class this year with lap times which will have him lapping in the top 5 at national level, so he is definitely our expert. Next up was me with a million miles of track riding under the belt but I'm a little older and a little tamer on the throttle at 45. We then had Ralph Stocker who at 59 is still blinking fast on a superbike and, like me, likes the idea of a traction control parachute. Lastly and not to leave out the young ones, we had my eldest son Daniel who is now 21. The deal was we would all do laps during a normal track day and ultimately the fastest lap time of each person on each bike would be the printed time and, in that way, we would find out which bike was the faster superbike but that was easier said than done.

There are so many settings on each bike and with everyone having a slightly different style, to find the ultimate setting was near

impossible. We went on both bikes at full power with the least amount of traction control. On the Yamaha you have the addition of slide control as well and on the least intrusive I found the bike to slide a little too far out for my liking, so I set it back at SCS3. Again here lap times are almost inconclusive as we had Gareth go faster on the R1 than on the BMW. I was very close on both but ultimately went quicker on the BMW and even though I felt quicker on the Yamaha, with my lack of racing laps lately, I felt I did the R1 a little injustice because of a few small mistakes on each lap, maybe stealing a tenth here and there. Ralph went quicker on the RR and came back saying how easy it was to ride - I'd like to think here that the spread of mid-range torque was the reason for this. Dan pipped in the R1's favour also. The R1 is a bit like a surgeon's scalpel, it requires your full attention to get the best out of it and it rewards precision with an incredibly

nimble chassis. I keep wondering how Yamaha could possibly make a 1,000 so small. While talking about lap times and riding sensations, you have to mention the R1's soundtrack; it makes your neck hairs stand upright and, take note, it's the closest sounding thing to a full blown MotoGP bike, it's simply incredible. So ultimately if you take the averages, the R1 is the quicker track machine.

So, in summary, BMW wins this outright power competition by pipping the R1 in most of our measuring criteria which are top speed, hp, torque and quarter mile but, looking at the results, it's as close as dammit with the R1 taking the crown around the track. In this fight for supremacy, you'll have to work out what is important to you and then decide. Yamaha still have the R1M up their sleeve, but we will test that against the new Aprilia RSV4 and Ducati 1200 Panigale soon. **ST**



RunFile_003.drf - 2015/05/25 09:29:15 AM Run Type: RO Run Conditions: 26.58 °C, 865.28 mBar, Humidity: 15%, SAE: 1.17
SUPERBIKE MAG YAM R115 VIN #1927
Max Power = 170.12 Max Torque = 102.95
AS RECEIVED 1194KM

RunFile_003.drf - 2015/05/25 09:07:24 AM Run Type: RO Run Conditions: 24.09 °C, 868.22 mBar, Humidity: 11%, SAE: 1.17
SUPERBIKE MAG S1000RR15 VIN#0695
Max Power = 171.60 Max Torque = 104.40
AS RECEIVED 3802 KM



294.3km/h **Top speed** 293.5km/h

10.64sec **1/4 Mile** 10.82sec

Lap times

2:00.01sec **Gareth** 1:59.12sec

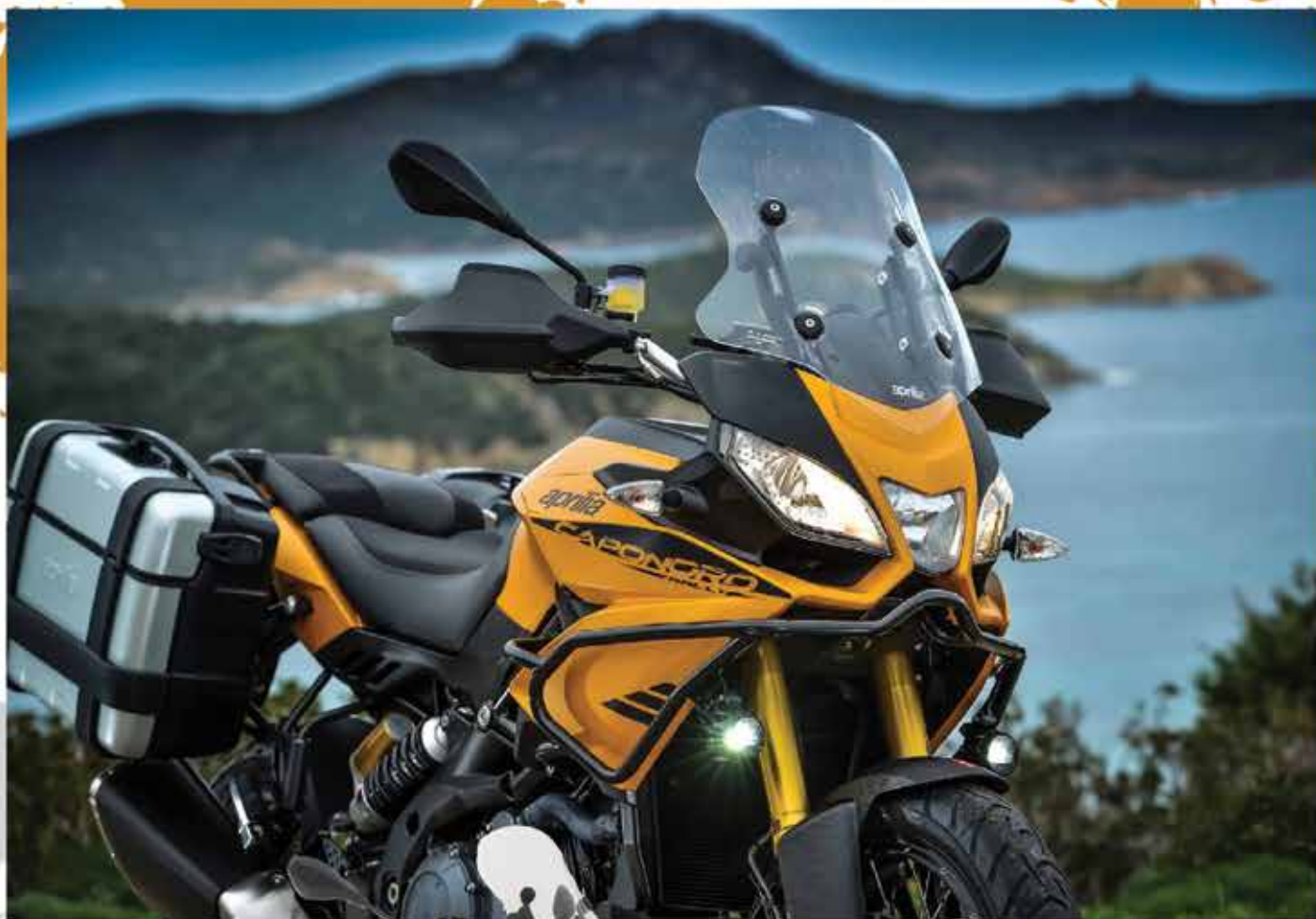
2:02.72sec **Clinton** 2:02.92sec

2:11.01sec **Ralph** 2:12.32sec

2:09.32sec **Daniel** 2:08.81sec

All times and top speeds recorded by:





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LEISURE HEAVEN

R WARS

What's with all this "R" malarkey relating to motorcycles, specifically?

Words: Bill Hunter Pics: Various

It seems every manufacturer has to have a model of some sort or another with the "R" placed somewhere in its model name. Am I right or what? But it's not a bad thing, far from it, because it makes the new owner feel like they've bought something "R"ather special which either evokes madness from the youth, or makes us aging motorcyclists feel their "youthful years" are still with them and not lost in old photos and pub phrases like; "Do you know how fast I used to be?" etc, etc...

Now one of the main culprits for the big "R" is BMW, just go through their site www.bmw.co.za and count the "Rs" whilst sipping a fRothy coffee and you'll see where I'm coming from. And now, to add even more "R" to their 2015 line-up, is the all-new and delightful F 800 R, which I like, a lot!

The reason for my undiluted pleasure for the 2015 F 800 R is its simplicity, a true rider's machine and not something choked to death with the normal BMW overpowering and highly confusing electronics which, I must say, I'm becoming a bit frustrated with at the moment. Then again, I'm not a "youth" anymore so that could be the reason for that, who knows? Just because I still enjoy the original three Star Wars movies, does that classify me as a "non-youth" now, well maybe?

Anyway, so what we have here is BMW's latest version of the F 800 R, which first appeared in 2009 but never really achieved any sales success and, unfortunately, so I've been told, neither is this new version in South

Africa at the moment, which is a little surprising with a BMW badge on the tank.

So hopefully this article will at least get people out for a test ride and they'll also enjoy what is a superb middleweight motorcycle for many reasons, mainly due to its complete makeover from the previous, and not very pretty, F 800 R. At least BMW threw those old and dreadful twin-headlights into the bin and fitted this new and more compact single version instead – hurrah!

So for 2015 BMW have increased the horsepower from its 798cc, 8-valve, fuel injected Rotax parallel twin by 3hp to 90hp@8,000rpm and a hefty dose of torque will pull you along nicely with a claimed 86Nm @5,800rpm, not bad figures at all from a mere 800-twin don't you agree? And if you get your head down on the 202kg (fully fuelled weight) F 800 R it'll easily swing past the 200km/h mark on those very easy to read analogue clocks, with needles, and not some digital, impossible to read when the sun is on them, modern affair for a change, if you know what I mean?


The engine is sweet but not as sweet as the new chassis, with its huge bridge frame cast ally spars to hold things together and combined with a new extra-long swingarm this new BM' is one stable and hyper-fun platform that just loves to be ridden hard through corners without a twitch or wobble and, therefore, more than fills the "R" badge in that department. And the "R" bit is also heavily related to the brakes, more so than any other





component on the 2015 F 800 R. Not only has the bike got new-fangled upside-down forks it also has these massively powerful radial four-piston Brembo brakes to go with the new suspension units, and when they clamp onto the equally huge 320mm discs be prepared for MotoGP stopping power! Don't worry if that sounds a little scary though because the F 800 R has BMW's fine ABS system included in the price.

Also included in the price is the Dynamic package option, which means you get posh LED tail lights and indicators, an engine spoiler and a pillion seat cowl for the all important "R" image, which detaches in a few seconds to allow for passenger thrill rides. Now I've mentioned the price but not told you, yet that the 2015 F 800 R will relieve one of R124,800 with the Dynamic package, which puts it into contention with Triumph Speed/Street Triples, MV Agusta triples, Ducati Monsters, the Yamahas MT-09 and their new and terrific Tracer, which is one hard market to attack, but BMW owners do tend to become brand loyal in SA. But, to me, the main reason for poor sales of the F 800 R is BMW's own GS range, which most people seem to aspire to, even if they don't know why themselves, but that's another topic for debate around a smouldering braai.

Look, the 2015 F 800 R is far from the proper stunt bike that Chris Pfeiffer made famous for BMW by winning many World titles on his modified F 800 R, even though this new model has lowered first and second gear ratios to improve urban riding. It's more of a near perfect middleweight that anyone could play with, including touring, commuting and tearing around like a wolverine with a roman-candle stuck in and exploding from its bum, enforcing the "R" side of its personality. If you desire a minimalist and practical, very cool looking BMW, then you really should go and have rip on the 2015 F 800 R and I guarantee you'll enjoy the non-fuss attitude it portrays. 



BMW F 800 R R124,800

► Engine

Type: Water-cooled 4-stroke in-line two-cylinder engine, two overhead camshafts, four valves per cylinder, dry sump lubrication

Capacity: 798cc

Bore x Stroke (mm): 82.0 x 75.6

Compression Ratio: 12.0 : 1

Fuel system: Electronic indirect fuel injection, digital engine management

Transmission: Six-speed gearbox, wet multiplate clutch, cable actuation

Final Drive: Chain

Rider Aids: Optional ABS

Peak power (Claimed): 90hp @ 8,000rpm

Peak torque (Claimed): 86Nm @ 6,000rpm

► Chassis

Frame: Bridge-type aluminium frame, load-bearing engine

Suspension: (F) 43mm telescopic fork, 125mm travel (R) Mono-shock, adjustable rebound and remote preload adjustment, 125mm travel

Brakes: (F) Twin 320mm discs, four piston caliper (R) single 265mm disc, single piston floating caliper

Tyres: (F) 120/70-17 (R) 180/55-17

► Geometry

Wheelbase: 1526mm

Steering head angle: 64°

Seat height: 790mm (OE low seat: 770mm, OE high seat: 820mm)

Weight (claimed, full fuel load, ready to ride): 202kg

Fuel capacity: 15 litres





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SCRAMBLED DECISIONS

One theme, three manufacturers, three very different approaches

Words: Clinton Pienaar **Pics:** Gareth Davidson & Roger Fairbairn



Retro is the new black, and it's no longer the fastest, lightest and most technically significant or advanced that wins the cool war, but rather the expression of being individual and just riding for the pleasure of it.

Let's start off with Ducati who are using the "fun" angle. Their bike is arguably the easiest bike on the planet to ride with its light clutch, punchy motor, good chassis, fantastic ABS brakes and seating which is very low to the ground. This bike will appeal to the masses, both young and old, and let's not forget it is a Ducati although they push the Scrambler name in all marketing briefs. Ducati wants there to be a clear divide; Ducati - technology, Scrambler - retro/cool

(read air cooled)! Have they got it right? I'd say so and just like Harley has an unending supply of customisable aftermarket parts to fit to their bikes, so does Ducati, sorry so does Scrambler Ducati who are jumping on that band wagon, not to mention their Scrambler only clothing range.

Moto Guzzi on the other hand has gone for the more classic, real old school approach which is basically a transformed V7. You could argue and say that their bike is brimming with technology in the sense that it has ABS brakes and traction control (yes, you read right, TC on a bike that weighs around 200kg and only produces 48hp!). I wonder which engineer thought that necessary but, in any case, you do have the

feature should you find yourself on black ice one day or in a diesel depot. On the positive side, and I know it boils down personal taste here, when all three are together it's the Guzzi that stands out as the most handsome with its black motor that protrudes from either side, the shape of the tank, the classic clocks with little brushed aluminium fenders front and back, typical scrambler side exhaust and the handmade seat. It all just comes together in a styling statement that only the Italians perfect, (just look at the pictures to see if you agree).

Then the Triumph, the original! Long before the rest of the world caught on that retro is cool, Triumph had been building the Scrambler and selling them in their

thousands. Their recipe has not changed much and why should it because if it ain't broke, why fix it? What Triumph has here is a comfy, stable, GREAT sounding, no frills, no fuss (read no ABS) real classic bike built in modern times with fuel injection and modern rubber. I'm the "big" bike guy at the office but Natalie can tell you just how many times I've stolen her keys to nip out down the road on some errand. It's just so nice to ride. My, how times change, or should I say opinions. About 10 years ago, I had a go on one around Zwartkops at a Triumph track day and I remember climbing off thinking; "who on earth would buy such a thing?" Roll on 10 years, change nothing, add in some clever marketing and I'm edging my way to the front of the queue of people wanting one. Am I just a sausage in the sausage machine?

So what are they like to ride and how do they stack up against one another in a three-way shoot out? If it's about going fast around circles and stopping first, the Ducati runs rings around the rest with the Triumph comfortably ahead of the Guzzi, but it feels like you are losing the plot when you compare them in such a clinical, scientific way. These bikes are all about how they make you feel, how they make you enjoy the two wheeled freedom of gliding down the road and enjoying your time in the saddle. Ultimately, that's the only reason bikes like this exist and, because of this, there can't be a simple winner. I'm not taking the easy way out here because all of these three models offer the same but in such different ways so, at the end of the day, it's going to be up to you to decide what's important to you.

Money also plays an important role so

let's consider the prices. You can purchase the Ducati Icon for R117,000, the Triumph for R107,500 and the Guzzi for R139,900, so the Triumph wins at the bank, but the Scrambler Ducati comes back as the most able bike here and you get two more options in the form of the Enduro and the Full Throttle which take the prices right up to R137,000. What Moto Guzzi comes back with in their value proposition is that not one of their Scramblers will leave the floor similar to any other Moto Guzzi Scrambler. For your extra money they throw in a custom spray job which you can choose and an array of other customisable parts so you can basically build your own bike before you take delivery (most of this can happen as you take delivery, except the paint of course). Resale will also come into play with all three but for now the Triumph holds the trump as



Moto Guzzi V7 II Scrambler

Price: R139,900
Capacity: 744cc
Weight: 189kg
Power: 48hp @ 6,200rpm
Torque: 60Nm @ 2,800rpm

Scrambler Ducati Icon

Price: R117,500
Capacity: 803cc
Weight: 186kg
Power: 75hp @ 8,250rpm
Torque: 68Nm @ 5,750rpm

Triumph Scrambler

Price: R107,500
Capacity: 865cc
Weight: 230kg
Power: 59hp @ 6,800rpm
Torque: 68Nm @ 4,750rpm





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2015
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2015
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it's been on the market for the longest and it's still one of Triumph SA's most popular models, with every shipment sold basically as it lands on our shores. If anything all the hype around the Scrambler image has only done the Triumph a favour in terms of the added interest in this evergreen English bike.

The three bikes on test also had the obligatory aftermarket silencers fitted, I say obligatory as these are an absolute necessity before you even leave the showroom floor. The Ducati sounds the most sporty, the Triumph because of the classic and absolutely "how is this loud legal?" sound as all old bike are and then the Guzzi with its very typical Guzzi soundtrack which is very muffled compared to the other two. I'd definitely take out another muffler to make it really bark.

In conclusion, which one should you buy? You'd have to first ask yourself what is important to you. Do you like speed, style, individuality, British or Italian and lastly what you want out of a bike? Once you've got that sorted it's time to book a test ride as each offers its rider something completely different, even if it seems to be so the same. **BT**





The heart of a Legend...

VFR



Honda VFR1200F

Honda VFR1200X

Honda VFR800F



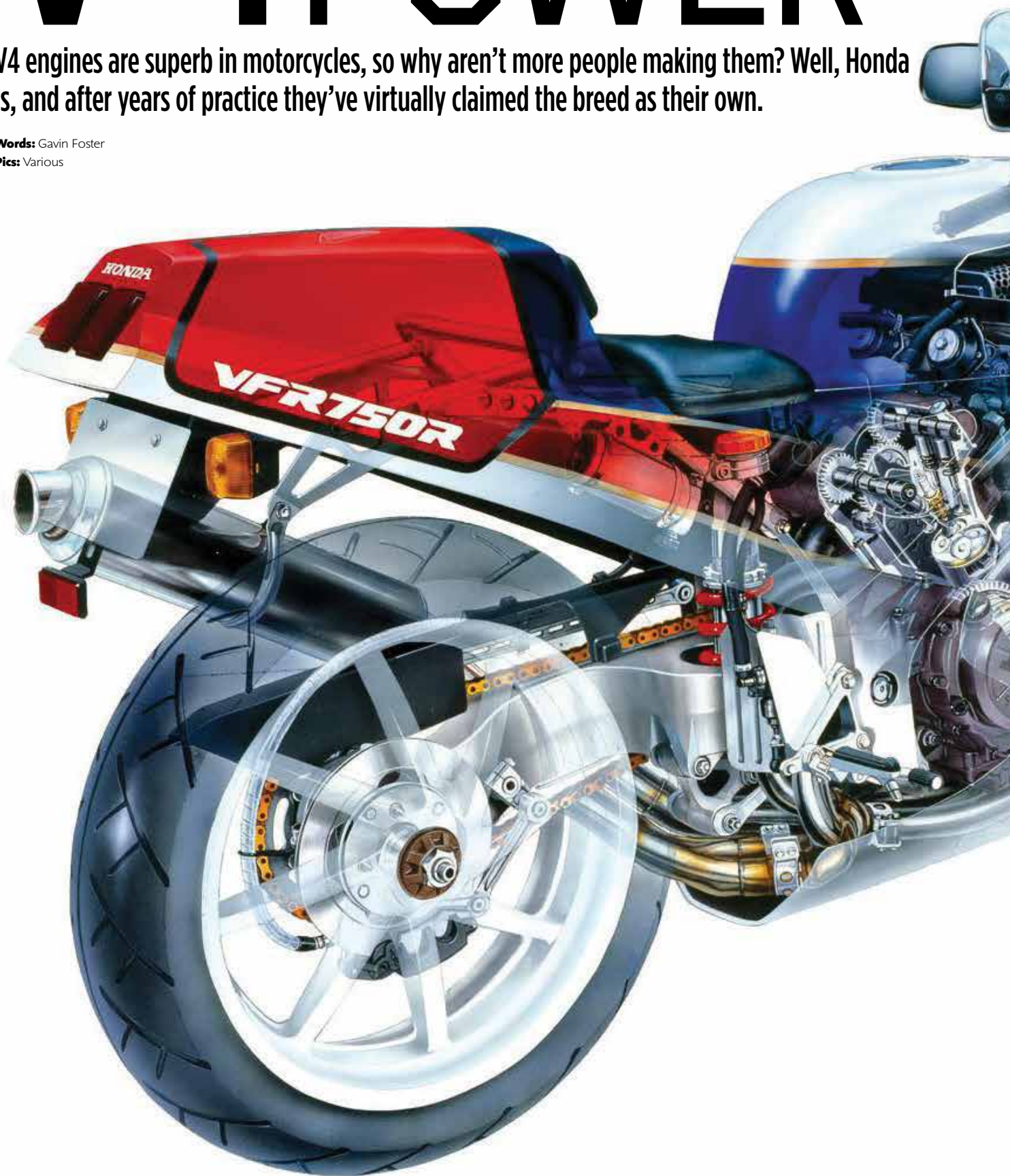
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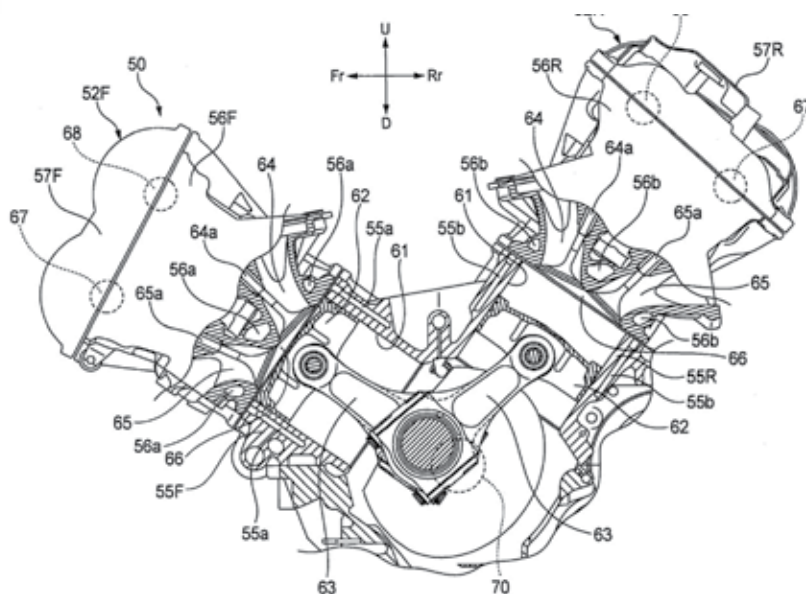
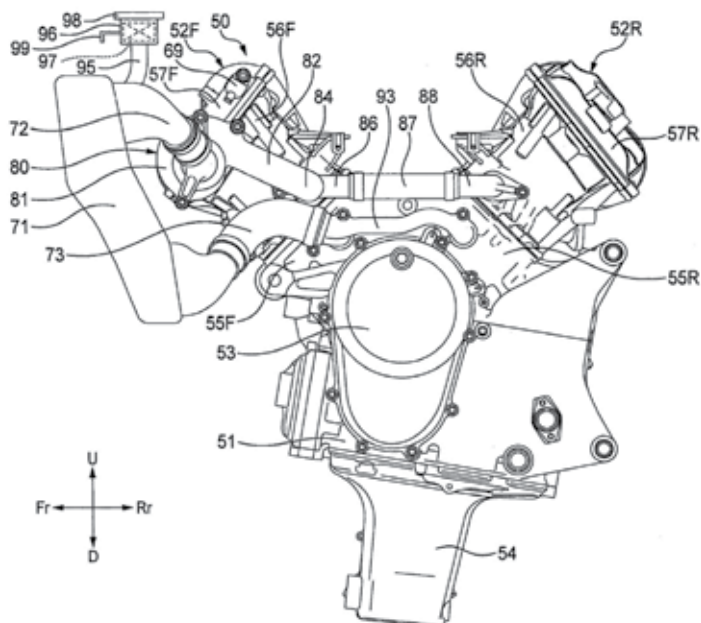
V4 POWER

V4 engines are superb in motorcycles, so why aren't more people making them? Well, Honda is, and after years of practice they've virtually claimed the breed as their own.

Words: Gavin Foster

Pics: Various





Everybody loves a motorcycle with a V4 engine. It offers the power of a four-cylinder engine in a package not much wider than a twin, and it sounds gorgeous. With a 900 V-angle there's near-perfect primary balance, reducing vibration, and, face it, a V4 is just more exotic than an inline-four and sounds a lot better – particularly with an aftermarket exhaust system. The biggest issue negating these advantages relate to the manufacturer rather than the buyer – they're expensive to manufacture because they have two cylinder heads, two banks of cylinders and more complex plumbing for the inlet and exhaust passages. They're also tricky to package in a motorcycle because of the exhaust plumbing and the need to locate the airbox centrally. None of this affects the customer except in terms of his pocket, but that's important

to manufacturers who'd rather stick with a less expensive inline four than either price themselves out of the market or reduce their profit margins.

The first V4 engine was designed by a Frenchman in 1897, and a few mainstream car manufacturers have since tried using them and failed because the expense outweighed the returns. You could at a push consider the Volkswagen, Porsche and Subaru boxer engines as very wide angle V4s, although they don't share common crankpins as a true V4 does, but they're also relatively expensive to manufacture.

Right – that's the Economics 101 lecture over with. Now to the history.

As far as I can determine, Matchless built the first production V4 motorcycle way back in 1930. The British company that went out of business in the '70s because it couldn't

keep up with Japanese technology, that year introduced a very exotic 600cc overhead-camshaft V-4 engine in their new 600cc Silver Hawk. It used a single-casting narrow-angle 180 V-4 engine casing and a one-piece cylinder head for all four cylinders, but the cost savings were negated by the bevel-gear-driven camshaft, dynamo and oil pump. They sold just 500 of the bikes over the next five years, and discontinued it because of various technological issues and, of course, cost. They and the rest of the British manufacturers soldiered on bravely with mainly oil-leaking single and twin-cylinder machinery with pushrod-operated valve gear until Honda delivered the coup-de-grace with their splendid overhead-camshaft 750 Four with an electric starter and front disc brake in 1969.

Since the arrival of the modern motorcycle – largely anything designed after the Honda



Honda NR500 with oval bores, 8 conrods and 32 valves



Honda NR750, also with oval bores

Four - only Honda has taken the V4 engine really seriously by offering a variety of mainstream roadgoing models. In no expense barred GP racing that didn't apply. In 1965 Yamaha introduced their works-only 250cc V4 two-stroke GP bike in an attempt to overwhelm Honda's six-cylinder 250 racer, and followed up with a 125cc V4 and, later on 500cc V4 two-strokes. Suzuki explored various layouts, including a V4 125 and even V3 50cc GP racers, and in the first year of the MotoGP era Honda, being Honda, introduced a revolutionary one-litre V5 in their RC211V four-stroke that absolutely dominated the season, winning 14 out of the 16 Grand Prix races that year and taking the 2002 and 2003 manufacturer's world championships as well as the rider's with Valentino Rossi. Nicky Hayden again scored the double for Honda on the V5 in 2006, the year before the Big H switched to a new V4 when the rules changed to limit engines to 800cc. When the rules reverted to 1000cc machinery Honda stayed with the V4 formula for their factory and customer teams.

Honda has always been an industry leader in terms of technology, and they're not afraid to do things differently to maintain their lead.

Perhaps their most ambitious project - one that ultimately failed, but with huge honour - was that of their NR500 grand-prix racer intended to win their first world championship since their withdrawal from GP racing in the late '60s. The company's founder, Soichiro Honda (Quote: Success represents the 1% of your work that results from the 99% that is called failure) had a pathological hatred of the more powerful two-stroke engines that everybody else had switched to, and insisted that his new 500cc racer be a four stroke. The rules dictated that bikes in the premier class have no more than four cylinders, but Honda always knew that the best way to maximise returns from an engine of a given capacity was to add cylinders - hence his 50cc twin, 125cc five and 250 cc six-cylinder racers of the '60s. Honda never took no for an answer so his engineers got to work and came up with possibly the most unconventional motorcycle engine ever built - a four-stroke V4 that would perform like a V8. The NR500 had four oval cylinders housing four oval pistons, with two connecting rods, eight valves and two spark plugs for each of the four cylinders. With eight con-rods and 32 valves chattering

away it was incredibly complex, but the final version revved to 21,000 rpm and put out a respectable 130 horsepower, or 260hp per litre, which isn't too far off the output of a modern 1000cc MotoGP bike. Back in 2008 I interviewed Yorkshireman and Honda factory rider Mick Grant who raced the bike in 1979 and had the distinction of crashing it within 300 metres of the start of his first Grand Prix on it. "It wouldn't tick over at under 7,000, and the power started at 12,500 and finished at 17,000, but it would rev to 21,000. In those days we had to push start the bikes when the flag dropped, and I had to run like an Olympian to get it going. In my first GP on it I struggled to get it going and then set off on the back wheel. The oil level in the gearbox was higher than the breather hole, and unbeknown to me the back wheel was full of oil. One of the reasons the bike wasn't very powerful in the first season was that it was very hard to seal the compression along the straight edges of the piston rings. There was a lot of pressure in the crankcase, which obviously pressurised the gearbox, and this pumped the oil onto the tyre and I crashed." The Honda NR500 also goes down in history as the first motorcycle



Honda NR750 pistons



Honda VFR1200F motor



Rossi's 2003 bike naked



Honda VFR750R



Honda RVF750 RC45



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The late Joey Dunlop on a RC45



VFR1200X Crosstourer at the launch in 2012

ever to feature a slipper clutch. "There was no flywheel effect whatsoever so the bike was very hard to ride – you went into corners and the back wheel would always chatter. I had to keep fingering the clutch to slip it, and I asked Honda to develop a device that would do that for me. That was the slipper clutch, and all the modern bikes use them." That must have been the 1% Mr Honda referred to. The NR500 was eventually dumped for GP use – Honda instead accepted the inevitable and went for a 3-cylinder two-stroke that crucified the opposition's four-cylinder bikes on the race track, but the NR500 evolved into the NR750 endurance racer in the early '80s and then disappeared – or so everybody thought – until 1992. That year Honda offered a limited edition of 300 road bikes based upon the NR750. Only 300 were built and at around R350 000 in today's currency they were all snapped up. In 2012 a brand new one in its crate came up for sale at about R2 million, and others with low mileage appear periodically today for not much

less.

Honda's V4 quest for racetrack glory wasn't confined to grand-prix racing, however. Launched in the late '80s their delicious first VFR750R, known as the RC30, was really a racebike homologated by Honda's racing division, HRC, so as to be eligible for World Superbike racing. Fred Merkel won the title for Honda on it in '88 and '89 so it certainly worked. The RC30 is still an icon amongst motorcycle fans, and because it was discontinued 20 years ago with a total production figure of well below 5,000 they still fetch top dollar on the rare occasions they come up for sale today. It used niceties like titanium connecting rods, a gear-driven valve train, a close-ratio gearbox and the now-commonplace slipper clutch instigated by Mike Grant for the NR500 ten years earlier. The roadgoing VFR750 series of roadbikes achieved cult status, and evolved into the current VFR800.

Although most of the other manufacturers

have dabbled in V4 roadgoing motorcycles over the years they generally faded away quite quickly, which is a pity. Aprilia offers two versions of their RSV4 superbike and a naked version of the same machine, the Tuono V4R ABS in this country but Yamaha no longer imports their V-Max Hyperbike, a real hot-rod on two wheels, leaving them bereft of a V4 offering in South Africa. Honda has stuck to their guns though and is by a wide margin the most prolific producer of V4 motorcycles ever. They've ever since the 1980s produced gorgeous naked, sports, race-replica, touring and adventure touring machinery using 400, 500, 700, 750, 800, 1000, 1200 and 1300cc V4 engines, some of them with expensive gear-driven camshafts. Current models available in South Africa include the iconic VFR800F sports tourer, the mighty VFR1200F sports tourer that also offers automatic dual-clutch transmission as an alternative, and the VFR1200X in four derivatives to suit the customer's bias towards tar or dirt road exploration.⁵⁷



VFR1200F

Honda RCV road concept model



VFR750



Team Aspar MotoGP RCV bike



LCR Honda MotoGP bike



VFR1200X Crosstourer at the launch in 2012



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2014 Z800

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KTM 1290

SUPER ADVENTURE

We were invited to Mpumalanga for the South African launch of the much anticipated KTM 1290 Super Adventure. **Words:** Clinton Pienaar **Pics:** Brand Boom

This is a huge model for KTM, not only in physical size but in what they are trying to achieve globally. The Austrian firm has steadily been increasing the size of its slice of the adventure market pie ever since the launch of the 950 some years back and they have steadily bumped up their assault on this lucrative adventure market with the two 1190 models over the last few years. Before we were let loose on the bikes, at the press conference they were clear to point out the various sectors in which the 4 models now cover different aspects of adventure riding, with the 1290 being the luxury adventure touring offering. An interesting fact is that KTM is now Europe's largest motorcycle manufacturer unit-wise.

Let's start with the looks first; this is a big bike; it casts a big broad silhouette and exudes quality. The tank is big, 30 litres big in fact, the screen is huge and can be adjusted on the fly, the seat looks plush and the controls look like something out of Battlestar Galactica there are so many of them; this bike is filled to the brim with all the creature comforts and extra riding aids to make touring a pleasure. While walking around it, immediately you notice the rear seat heater knob, which is standard fitment, and I can see many a sale turned in the direction of the KTM when the lady gets a vote in the buying decision. On the front end you have huge angled daytime running

lights and also lights which look like spotlights but are actually LED corner lights which light up the inside of the corner in three increments the more you lean. What makes this offering from KTM even more appealing is that each bike sold at the launch price of R219,999 will be fitted with all of the features. Obviously KTM luggage and other aftermarket parts, like exhausts, will be on offer but the good news is that the hanging brackets for the luggage are already installed.

The engine is borrowed straight from the Super Duke R which has its DNA from the RC8 LC8 motor although some components like cylinder heads, crank shaft with greater flywheel mass and the engine management were adapted for this adventure application but, at the heart of it, it is still a performance machine. The claimed output of 160hp attests to this, but what makes for interesting reading is that this motor produces a maximum torque figure of 140Nm (yes you read right 140Nm) and 108Nm of this is already available from 2,500rpm. This is one hell of a punchy 1301cc V2 motor. An added benefit is the hydraulic slipper clutch which automatically reduces the pressure on the clutch discs whenever the torque feedback towards the engine becomes too great and this way rear-wheel hop under forceful braking is efficiently eliminated. When accelerating, pressure on the clutch discs is increased in proportion to the engine torque, so softer clutch springs can





COCKPIT

State-of-the-art instrument cluster from automotive supplier VDO: central permanent LCD for displaying all riding conditions (plus speedo, cruise control and rev counter with adjustable gearshift light), another LCD on the left for displaying the adjustable features:

- » Favourites page
- » MSC ride modes
- » WP Semi-active suspension mode
- » Heated grips and seats
- » Riding conditions page for additional info, e.g. outside/oil temperature, onboard voltage, various trips, average speed, average and current fuel consumption, range, distance to next service



MODE SWITCH

Different modes for the various assistance systems can be selected using a mode switch on the left side of the handlebar. It's very simple and intuitive: "up" and "down" through the menu selection, select the desired menu item with the left button, confirm it with the right, job done!

be used. This in turn means that less force is necessary to operate the clutch and you could use just two fingers if you wish, which for a 1300cc twin is unheard of.

KTM go on to claim that this bike is the ultimate in luxury adventure travel and safety, and it boasts semi-active electronic suspension, the Bosch cornering ABS system (first in the world) and different levels of traction control which are adjusted through the various riding modes. On the luxury side it has a plush, height adjustable seat for the rider and an amply plush seat for the pillion - both of which have individual heat control - heated handlebar grips and cruise control. The wind protection on this ride was so good I seldom needed to adjust the screen higher but I suppose for pillion comfort you could almost cocoon yourself in the protective bubble.

Has KTM lost a bit of their soul by breaking into this luxury market, is their heritage not "Ready to Race" and is this a bike too far removed from their core? Even at a wet weight of around 250kg, and remember you will only increase the weight when you add fuel, the bike, with its semi-active electronic suspension, hid its mass well and within minutes of pulling away I was wheelieing and fooling around as you only normally do on a KTM. The suspension has various settings and some of them can be set on the fly, like between Comfort, Street, Sport and Off-road. There are further adjustments on preload that

2015 KTM 1290 Super Adventure - R219,999

Engine: liquid-cooled DOHC 75-degree V-twin

Displacement: 1,301cc

Bore x stroke: 108.0 x 71.0mm

Clutch: Hydraulic slipper

Frame: Tubular, chrome-moly steel

Front suspension: 48mm WP Semi-active fork

Rear suspension: WP Semi-active PDS Monoshock

Front travel: 177mm

Rear travel: 177mm

Front brakes: Twin 320mm discs, radial-mounted four-piston callipers

Rear brakes: Single 267mm disc, two-piston brake calliper

Steering head angle: 64°

Ground clearance (unloaded): 220mm

Seat height: 858mm/874mm There is still a lower seat option

Fuel capacity: 30 litres

Claimed wet weight: 249kg

can be done but that has to be carried out while stationary. I liked the system but felt that in the Comfort setting it still could have been plusher on the front because it was still hard and over slow bumps not as absorbing as I would have liked. Maybe that is just KTM not letting their sporting gene get too far away from them? The settings don't stop there, you have on offer a Rain and Off-road mode with both limiting the output to a 100hp but in the Off-road mode more rear wheel spin is allowed

through the traction control system. Obviously you have the choice to also switch everything off and, again, this is where KTM could copy the Germans a little more because once you switch the bike off and back on again, the "off" setting you were in goes back to "on". It's a small gripe but a valid one because every time you want to wheelie you first have to stop, scroll through the menu and switch everything off (on the old 1190 you could buy a dongle to override this).



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To end off I was impressed by this bike, it's squarely aimed at the big German rival and it now offers more choice for those looking for something a little more sporty and unique. I liked the fact that all the features are included in the price. Some might argue that the chain drive for this luxury adventure market might be a deal breaker but I'm glad KTM have stayed true to the more sporty final drive system. It's a worthy opponent and all of a sudden the adventure market can now be defined by clearly boxed sections because there are now two heavyweights in the ring. I for one can't wait to pit the two against each other; for now the KTM has it on paper, but how will it stack up in the real world? We will be bringing you this test as soon as possible. **SB**



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KTM 1050 ADVENTURE

The surprise of 2015 is this is a little gem of a bike which was launched together with the company's new flagship 1290 Super Adventure. **Words:** Clinton Pienaar **Pics:** Brand Boom

I found it a bit strange that KTM chose to let us ride the smaller bike on the second day, just after we had just been on the big bike with all its fancy rider aids. It's obvious that you leave the best for last and it did make me think that they were quite confident in the little bike's ability. I say little but it is still almost a 1,100cc engine, it's just that we've been numbed by all the big capacities flying around lately. This bike is not replacing either of the 1190 models; instead it is an addition to the range, which makes you wonder why KTM would build something like this.

Let me first off tell you what the KTM press kit says for you to make up your own mind:

"The KTM 1050 Adventure is made for the same adventure as its bigger brothers; the KTM 1190 Adventure, KTM Adventure R 1190 and KTM 1290 Super Adventure. A little smaller, lighter and with lower fuel consumption, the 1050 Adventure stands proudly alongside its larger siblings. It is a supremely competent and well equipped motorcycle at an attractive price. Traction control with different modes and ABS come as standard. The engine is built with the same state-of-the-art technology as the 1190 engine and even though the engine is a little smaller, it delivers nearly the same power and torque up to 95hp (70kW). It represents the easy entry into the world of KTM travel enduros. The chassis combines lightness with outstanding geometry and well-balanced suspension, which, together with the prize-winning Tourance Next tyres from Metzeler,

allows undreamed of riding enjoyment in all conditions and at whatever speed you desire, from very relaxed to very, very fast"

So reading between the lines here, KTM is obviously a very desirable brand in the world today and they make no bones about the fact that they are producing motorcycles for the connoisseurs of motorcycling and, generally, you would only buy a KTM if you want a bit of a performance edge on the next guy. But, if you have been following the brand closely for the last few years you will have noticed that they are trying to appeal to a greater portion of the market. Looking at what is out there in the bigger than single cylinder adventure market, think of BMW GS800, Triumph Tiger and even Honda Transalp 700, this is obviously a very lucrative piece of the pie and an easy and cheaper entry into the adventure world of KTM. But enough about all this market share nonsense, let's get back to the bike itself and my statement about it being the surprise bike of 2015.

Well firstly, bigger is not always better and here I'm contradicting myself completely. From the moment you swing a leg over and push the bike off its side stand, it's confidence inspiring. The bike is not too high and I easily sat with my feet flat on the floor and even with a slightly bent leg which is good news for shorties and the ladies too. The bike feels light and, at 212kg, it is a full 5kg lighter than the 1190. This might not sound like much but it's where the weight is taken away from that makes the bike feel so much more agile. From the get go,

the bike's engine impresses, with its sleeved down version of the 1190 with lighter pistons obviously, but what makes the motor so smooth is the heavier crank. It's unbelievably got all the low down torque and hp of its 1190 bigger brother, from idle right up to 6,000rpm where, for European A2 license holders, a cap has been placed on 95hp. And let's be frank, when commuting, touring or even adventuring, this is where we all ride. The way to ride this 1050 briskly is by short-shifting it, you can explore the red line but over 6,000rpm the motor does run out of steam a bit and you are better off hooking the next gear. This restriction happens

electronically by restricting throttle body opening, so I'll bet my bottom dollar that in a short time a retuned chip will be making its appearance on the market. A slipper clutch is also fitted as standard.

The chassis is based on the 1190 so it is obviously very capable and it still rides on WP suspension, although the front is non-adjustable and the rear comes only with preload. Our launch route was mainly on tar but I did get the opportunity to take it on some forest roads while we were waiting at some photo stops. For normal adventure riding the suspension is ample but for more brisk off-road work, it got quite


quickly to its design ceiling by bottoming out over jumps and some wash-aways. The turn in of the bike is also better than that of the 1190 and this I think has to do with the 110/80 standard front tyre. The rider can select between four rider modes which in turn controls engine output. The modes are Sport, Street, Rain and Off-Road. You also have the option of completely switching it off should you so desire. On the safety side of things, it has the varying traction control settings which are changed with the different riding modes and, on the slowing down side of things, ABS is again standard. What is interesting to note is that there is no

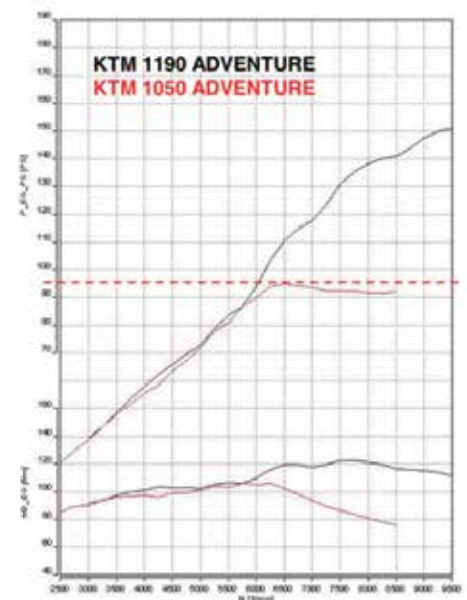


lean-sensitive Bosch Motorcycle Stability Control (MSC) system as found on the bigger bikes. A worthy mention is the Off-Road setting which adjusts the traction control and allows the bike to drift a little but stops it from ever getting away from you too much and the way it does this is by gently cutting power. I'd love to explore this bike's limits on a smooth off-road section. The rear brake in Off-Road mode can be slid and only the front retains the ABS.

On the ergonomics side of things you get, as standard, an adjustable screen and the same 23 litre fuel tank as on the 1190 which, after our brisk launch ride, still only showed an impressive 7.2 litres per 100km fuel consumption. So, with some normal riding, the bike will easily get close to 5 litres per 100 which will give it a very impressive range. The bike only comes out with cast alloy rims and I think that also shows KTM's more intended application of this bike.

The onboard computer is very comprehensive and includes a central permanent LCD for displaying all riding conditions (plus speedo and rev counter with adjustable gearshift light), while a further LCD on the left displays the adjustable features of favourites page, ride modes and a riding conditions page for additional info, e.g. outside/oil temperature, onboard voltage, various trips, average speed, average and current fuel consumption, range and distance to next service. On the options list are heated handle bars and obviously luggage because the bike comes out standard with the luggage mounts.

So in conclusion, have KTM got it right with the 1050? I'd say that they are bang on the money, and even though their adventure bike offering in capacity only differs by 250cc, it's the price at R139,999 and the application offer which differs greatly. This bike has a character all of its own so expect to see many on the road in the near future. 



KTM 1050 Adventure - R139,999

Engine type: 1050cc 8v V-twin

Frame type: Trellis steel

Fuel capacity: 23 litres

Seat height: 850mm

Bike weight: 212kg

Front suspension: WP USD forks with 185mm travel

Rear suspension: WP monoshock with 190mm travel

Front brake: 2 x Brembo discs with radially-mounted four-piston callipers

Rear brake: Brembo fixed single-disc with two-piston callipers

Front tyre size: 110/80 ZR19

Rear tyre size: 150/70 ZR17

Max power: 95hp

Max torque: 107Nm



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FOR THE RIDE



THE LEGEND RETURNS

Indian Motorcycles is one of the oldest names in existence and pretty much everyone will know or have heard of it before. A quick and interesting fact is that in 1911 the Indian factory took the first three places at the Isle of Man TT races.

Words: Gareth Davidson **Pics:** Gareth Davidson



The brand Indian Motorcycles was originally produced from 1901 to 1953 in Springfield, Massachusetts, US. During the 1910s, Indian became the largest manufacturer of motorcycles in the world. One of Indian's most popular models was the Scout which was produced from 1920 to 1946 but unfortunately, not quite ten years later, Indian Motorcycle Manufacturing Company went bankrupt in 1953.

For half of its existence, the Indian name has been beaten and dragged through the mud but, Polaris Industries, Indian's newest owner, has done a superb job of cleaning up the brand and giving it a well deserved, completely fresh start.

The new Indian Scout which I have here desires to reignite the flame of a very popular motorcycle from a bygone era, and narrow the gap from the bike's far-off beginnings to today's offerings. Polaris' plan with the Scout was to bring through the heritage, making it appear as if the bike had been organically evolved since 1920 without interruption. So, bearing that in

mind, does this mean that the Scout has leaped forward in the technology race and is now a motorcycle that you'd want to ride? Take it from someone who usually steers clear from the cruiser type of bike (me), the Scout is a must have, so let's see why.

This bike is really very nice to ride and this is due to the 1,133cc, liquid-cooled, 60 degree, V-twin engine, which uses a chain driven DOHC and has four valves per cylinder, fed by a single 60mm throttle body. The bike has quite a high compression ratio at 10.7:1 which, in turn, makes the bike hungry for a real performance test. At our resident Dyno machine at Bikeworx in Randburg, the Scout produced 86hp at 7,730rpm and 84Nm at 2,400rpm (power is limited at an impressive 9,000rpm!). The Scout has a six-speed transmission and a left-sided final belt drive which makes it exciting to twist the throttle for a little bit longer than you normally should be allowed to on public roads, but hey, this is South Africa.

The suspension is pretty conventional

at both ends; 41mm forks up front and dual, preload adjustable shocks at the rear. Take a closer look at the angle of the rear shocks which was done to replicate the hardtail lines of the original 1920s Scout. The brakes are very interesting on this bike because at each end a single 298mm disc is bolted on. Normally your front disc is larger than the rear but not on the Scout. The saddle height sits at a very low 685mm, so any vertically challenged rider is able to take easily to the Scout.

Cast your eyes at the front section of the bike and look at the radiator shrouds which are actually part of the multi-cast aluminium puzzle that forms the chassis. At the rear of the bike is a one-piece casting that includes the swingarm plates and tail section. These front and rear castings bolt to the bottom of the front and rear of the engine which then becomes the stress member without frame bits beneath it. Furthermore, two side-by-side castings from the steering head to the rear casting form the backbones to tie the structure

together and this was all done to save weight.

Don't ever make the mistake I did and call a "cruiser" a "cruiser" because the Indian Scout is nothing like a conventional cruiser. Aimed at the more sporty cruiser-type of rider, the Scout is one of the best balanced bikes you'll ever ride and, in my opinion, Indian has successfully carried through the lines and proportions of the original 1928 Scout. My height marks the door frame at a whopping 5-foot-4 and even with my vertically challenged size, the seating and bar-reach is surprisingly comfortable and Indian do offer fitment options for riders of all adult sizes, so no worries there.

The power is delivered extremely smoothly and fuelling is spot on; no burps or farts from this motor at all. During town riding the engine vibration is almost non-existent but, at anything above 5,000rpm, the engine produces an entertaining buzz which in turn creates an addiction between your right wrist and the throttle. The handling of the bike is awesome and there is no better way to say it because the bike behaves itself at both ends through the bends and you'll easily find yourself planting your foot-pegs on the deck quite often. But just as it can easily be thrashed, it also can be a tame comfortable ride, which makes it one of the better cruisers for beginners.

If anything I've said has got your mouth watering, make sure you book yourself a test ride at your nearest Indian Motorcycle dealership. The only problem that you face is that at a starting price of R159,900 you'll find it hard not to own a motorcycle that offers so much. **BT**





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McGUINTERS

ISLE OF MAN TT 2015, BLUE RIBBON SUPERBIKE RACE

Pics: Isle of Man TT Press

John McGuinness clinched his 23rd TT win on the final day of the 2015 Isle of Man TT event.



HOOKED UP MOTORSPORTS & MARSHALL MOTORCYCLES

Your play time should be your best time. **Words:** Loraine Joubert **Pics:** Clinton Pienaar & Loraine Joubert



What do you get when you merge two household names in KwaZulu-Natal? The answer is a dynamic cocktail of knowledge, passion, service and products.

Marshall Motorcycles have "hooked up" with Hooked Up Motorsports! These two Pinetown based dealers have merged the best of both worlds, and now offer a one stop shop of leading brands for bike and watersports enthusiasts alike.

Hooked Up has been in operation for over five years and is co-owned by Ricky Sneddon and Russell Wood. Ricky oversees the day to day running of the business and his passion for watersports is evident in the

pride he and his staff take in the business.


Each customer has the opportunity to test the jet ski of their choice prior to purchase, with Sea-doo, Yamaha and Kawasaki all on the floor. Conversions are carried out on the premises, so whether you enjoy wakeboarding, tubing, skiing or fishing, you can expect the best advice and finished product.

Peter Marshall of Marshall Motorcycles is well-known in the biking industry, and brings his nine years of knowledge to complete this perfect combo. Peter has always concentrated on secondhand BMWs, and now has the likes of Kymco, Can-AM, Aeon and the newly acquired Kawasaki brand,

Sym, under his portfolio.

Peter is still actively involved in performance racing, weekend away rides and organising track days. His faithful followers still have "phuza" Thursdays to look forward to, with refreshments and boerie rolls on offer, while spending time discussing anything bike.

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hooked up motorsports





Peter (left) and Ricky (right)



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LESS MAY BE MORE... BUT BIGGER IS BETTER

Sometimes it's really nice being in the magazine business, and the last six months have been just one of those times. **Words:** Clinton Pienaar **Pics:** Clinton Pienaar and VW Press



VW Hyde Park contacted me a few months ago because they wanted to run some promos with us by having us test their top-of-the-range VW Amarok 2.0 Twin Turbo 4Motion Double Cab for 6 months!

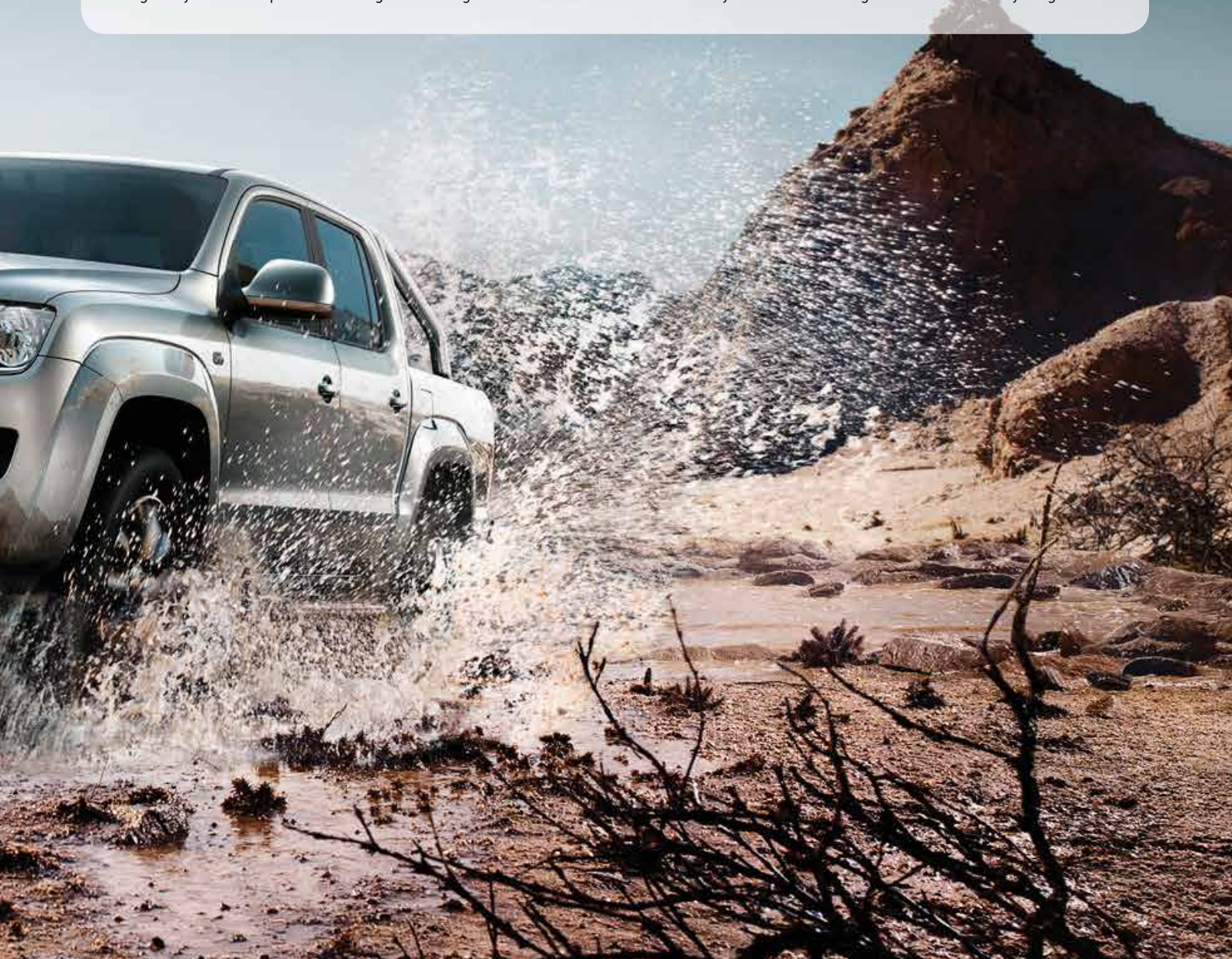
Yes, I know we are a bike magazine but a fancy double cab like this would come in handy so I said yes immediately. So let me tell you a little about this vehicle. First off, it's only a 2.0 litre bi turbo diesel and, for sure, I was one of the sceptics, because how can you make a double cab so big (biggest double cab in South Africa) and then only put in a 2.0 litre motor? But VW have silenced me and the critics because the engine produces a healthy 132kW and 420Nm but what this double cab really has up its sleeve is an 8-speed double clutch gearbox. The engine runs at its peak torque and most efficient rev range all the time, the gear changes are as smooth as only a dual clutch change can be and the forward momentum considering it is such a big bulky vehicle is quite astounding.

South Africa is your typical bigger is better bullish kind of arrogant country but you only have to go on YouTube to see some of the tug-of-war duals with the opposition to realise that VW has something quite special here. In terms of towing, the Amarok TDI is capable of dragging 3,000kg with a 300kg tow ball download limit, and that's with almost a ton on the back. An added feature is that the Amarok's ESP version 9 is also linked to the trailer, so should your trailer start swaying (and at 3 tons this could pose a problem) the ESP will automatically take care of it. Even the brake discs are cleaned automatically during rain so all the safety features are taken care of with clever engineering. Airbags are also obviously included in the safety cell.

For serious off-road use the Amarok has no low range but it has a first gear which is incredibly low. There is also no lack of drive between gear shifts as the dual clutch releases you into the next gear as the current one is taken away. The

new Honda Africa Twin is going to employ the same system and, instead of being a sceptic, I'm now starting to think it might be the preferred off-road system because constant smooth drive is what you are after. I took the Amarok to Lesotho on the one 4 x 4 trail near Oxbow and, with me taking care not to damage the tyres (this vehicle is fitted with the 19 inch rims with huge 255/55 x 19 Pirelli Scorpions) the Amarok made light work of some of the climbs and descents with the push of a button next to the gear lever which controls downhill descents. Even the ABS system has an off-road setting which reduces the stopping distance by a whopping 40% on gravel. I never used the diff lock option but this is done electronically as well through the ESP system should it be required.

The inside of the cabin is typical VW minimalist approach, although all the creature comforts are there with dual climate control and multi-function steering which controls everything from



the phone to the radio and onboard computer. An option, also fitted to this Amarok, was the Tesamo (brown) coloured leather seats which compliment the brushed aluminium detail on the trimming. The materials used are typically top notch and exude quality. To get comfortable you have a steering wheel which is not only adjustable up and down but in and out too. The seat also can move up and down so with me and my missus being on the opposite sides of the height scale, we can make the vehicle very comfortable for whoever is driving at the time.

Enough about all the features, what's it like to drive? Well with the big sporty tyres, the level of cornering ability belies its size and if you really want to go fast, you need to switch off the ESP system as the electronic granny interrupts at high levels of cornering. Of course this vehicle is not made for this but the option is there should the need arise. For the rest, as an everyday vehicle to live with, I am besotted with the 8-speed dual clutch gearbox and I never want a manual again in my life. It's always in the right gear and moderate driving returns a stunningly low 8 litres per 100km which is best in class by a country mile.

As my time with the Amarok is drawing to a close, my only grudge against the vehicle is how I am going to convince the bank to allow me to keep it! **BT**





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WHAT'S IN A PATCH?

Protocols of organised biking Part 3

Words: Natalie Brits based on the protocols of the Pretorial Biker's Council

So we pick up from last month's issue where we covered the requirements of starting a new club or chapter but it does not end there. There are a few things that you need to be aware of when you become part of this biking community, with the first of those being "bad standing". Bad standing is a term used to illustrate the status of a biker or club within the organised biking community and can often be misleading and open to individual misinterpretation, so let's try and clear that up for you.

Bad standing with a club:

This happens when a club publicly declares a member to be in bad standing with them. The offence committed could be anything, for example committing some kind of betrayal. Only the club that imposed the bad standing status can lift or change this status and members in this category may not wear their colours, participate in club activities or ride with the club. This does not mean that the member necessarily has bad standing with other clubs, councils or federations.

Bad standing with a council or federation:

This happens when a council or federation declares a club to be in bad standing with them and such clubs may not attend council/federation meetings, are banned from all council/federation biking activities and may not present events in the area controlled by the council/federation.

Bad standing with the biking community:

This is the most serious and terrible place to be in bad standing. Someone who is in bad standing with the biking community is automatically also in bad standing with the councils/federations and all their clubs. This bad standing is for life and can't be changed.

The punishment is always a banning from the biking community. There are two unwritten laws that automatically bring bad standing status on a member of the biking community and they are being found guilty in a court of law of motorbike theft or being caught in the act of stealing anything from a brother or sister biker.

From reading this, it appears pretty simple really, two basic things to remember and both involve stealing. This out of the way, let's move onto how the organised biking community regard women joining clubs. You will have noticed that there are plenty of patched females out there riding their own bikes, or riding as permanent pillions. The modern organised biking community has undergone radical change and is a far cry from the original 1940s USA era where females were not allowed to be patched and were regarded as the property of their patched male owners. Evolution has taken place over the years but where exactly are we now regarding female participation?

Generally, the more serious and old school the club, the probability of finding patched female members decreases. However, this should not be regarded as the only barometer to measure the seriousness of a club. The organised biking community acknowledge the diversity out there, and the fact that there are serious clubs that accommodate female membership, whilst there are those that do not, and those in between. Clubs are "birds of a feather" and each has their own rules regarding many matters which must learn to be respected, the female membership issue being just one of them. For the sake of better clarity, let's discuss this by specific type of club:

MC/MCC Clubs:

These are the most serious clubs but the fact is that even amongst them we find fully patched female riders and pillions. It has been acknowledged that patched females

do exist amongst these clubs, and that the status of their female members depends on the individual club rules. Generally, apart from an all-female MC, these clubs don't allow females to serve on their executive committees, and in some cases the patching of females, and even female membership, is not allowed at all.

RC Clubs:

Given the freedom allowed by this type of club, and much the same as the MC/MCC clubs, the status and patching of their female members will depend on the individual club rules. Generally, the presence of females is not an issue and they serve on their executive committees.

SC Clubs:

Because the SC has total freedom and is a non-serious club, it is not important how females are patched or serve within these clubs.

Another thing that you need to know is the general protocol regarding female bikers. This is a universal code and that is that members don't mess with another Brother's lady, girlfriend, sister, lady-friend, mother, mother-in-law, grandmother, etc, unless they have specific permission from that Brother. Bikers look after their women, may they be partners, family, friends, or invited guests. Bikers don't allow their women to become involved in acts that may cause them harm. Bikers respect their woman and will take care of the woman and kids belonging to his Brother, as if they were his own.

Well that's it for this issue, we do hope you are finding this enlightening. Join us next month when we delve into what you should do should you wish to become part of a club. **SB**



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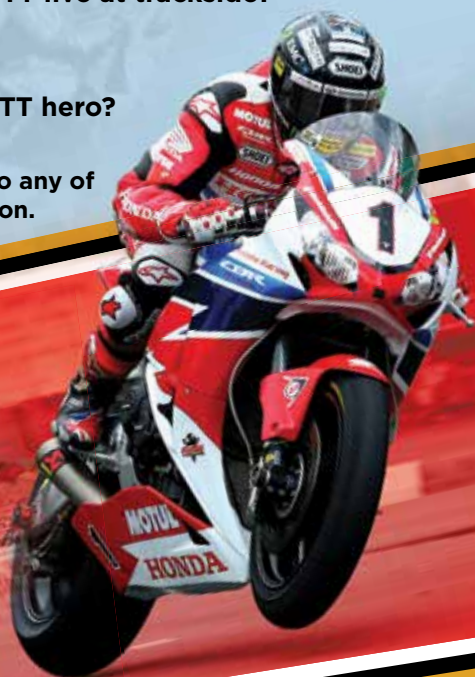


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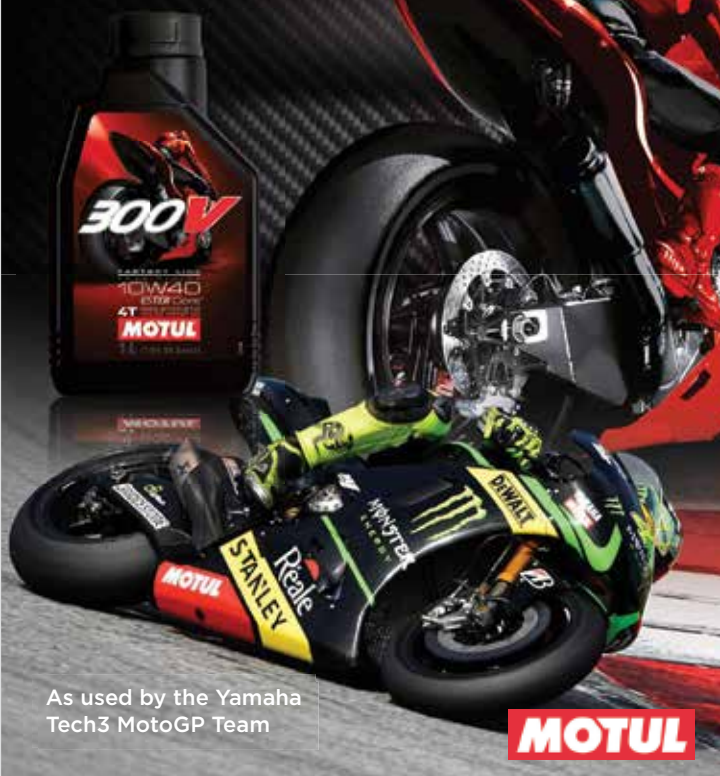
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SEIZURE

Q I've just taken control of my uncle's old 1977 Yamaha RD400, after pestering him for many years to let go of his old two-stroke.

I've got it running but the pipes were falling to pieces, so I've imported a pair of cool looking expansion chambers from Australia, which will make the bike sound better and go faster. I've kept the stock air box, but fitted a new air filter and cleaned out the carbs. The bike also had an electronic ignition fitted around 10 years ago and the timing was set correctly, so I'm told, so for now I'll leave that part of the bike alone.

But my question is about the jetting and how to choose the correct main jet size? Do you have any idea what jet sizes to use and how to get the correct mixture; is the old "plug-chop" method still applicable in today's world of modern fuels, etc?

Eric Musson

A The only way to get the jetting correct is indeed to do a "plug-chop". Hold the bike flat out in fourth or fifth gear and immediately kill the motor with the kill switch.

The plug should have a light brown tint to the white center piece, but if you see any sandy deposits or erosion of the centre electrode it can be dangerously weak and therefore cause terrible damage to your engine. If you blow a hole through the piston by running too lean it will spray molten aluminium all over the crank, and that will then become a major problem.

As a golden rule with old air-cooled two-strokes, if you're not too sure what you're doing please take it to a professional who does



BAD BOX

Q I've just fitted a top box (maker's name withheld because my brother sells them) to my 2005 Aprilia Caponord. I've wanted to fit one for a while now because my backpack gets wet in the rain and I live just outside Durban where it tends to rain a lot. So it seemed like a good idea to fit a waterproof carrying device.

The fitment of the accompanying brackets in the kit was relatively easy, if not a little fiddly, but I came right in the end. So then it was time to go and out test the new box on the open road.

As soon as I get to 140km/h the bike has now developed a constant weave, which is a bit unnerving, and I didn't feel like going any faster to see if it disappeared at higher speeds.

So, is this trait common when one fits a top box and more importantly is there anything I can do, or try, to cure the problem?

Kobus

A If the top box you've bought isn't primarily designed to fit this particular bike problems, like this, can occur. Also, there's probably a label, or sticker of some kind, on the box, advising on speeds after fitting it. So it might pay to find that.

Also, if a pillion sits on the back it sometimes stops this "weave" because it smoothes out the airflow after it passes over your body, try that? Also, move your body position backwards and forwards whilst riding to see if that improves things. But as a rule you're going to have to keep your speeds down, live with it, or take it off when not really needed.

POINT HATER!

Q I see you're getting a lot of questions relating to older Japanese motorbikes, so I thought I'd throw another one at you.

I have a Suzuki GS550 from the late seventies, just because it's all I can afford. It still has points and condensers,

which are always giving me loads of problems. I'm forever cleaning them and settings gaps, etc, which is irritating to say the least.

I've just priced a new set from Suzuki (two sets of points and two condensers) and they come to nearly R1,000, WTF! And within a few years they'll need to be replaced again, and the entire mechanism seems to be worn out anyway.

So what other options do I have? I'm thinking of replacing all of it for an electronic system, and would you know who to get in touch with, and will it work OK with the stock "points" coils?

Richard Shaw

A I would certainly throw away all that old stuff and replace with a modern conversion from Dynatek for example. You'll get a much more accurate spark and better all-round performance, and it will work fine with your stock ignition coils.

Go to www.dynojet.co.za and order your parts from there, they are the official South African importer for the full range of quality electronic parts, like these, from the USA. Then your points problems will be over with your ol' GS.

TAKE IF OFF?

Q I'm about to rebuild an old Kawasaki GPZ1100 from 1982, the one before the Unitrack rear end arrived. I've taken off the head and barrels to check out the state of the piston, rings and valves. I'll have the valve seats cut again for maximum compression and the piston and rings are within Kawasaki's tolerances, so I'll just hone the barrel.

But I'm thinking of raising the motor's compression ratio by skimming the head and or barrel, which one would you recommend and more importantly, how much would you take off and what compression hike can I expect? Would this affect performance, and if so, by how much? According to the manual the standard compression ratio is 9.5:1.

Thanks for your time and now waiting for your reply.

Steve Cross

A First of all do not attempt to skim the barrel; it will cause all sorts of problems regarding the piston height and therefore

clearance issues. So you can certainly skim the head and it will indeed raise the compression ratio to a more modern figure.

We've done a calculation and recommend taking off 0.5mm from the cylinder head, make sure a proper engineer does this though, because if the head is machined incorrectly you might as well throw it into the bin, you have been warned!

This will raise the compression ratio from 9.5:1 to close to 10.8:1, which is quite an increase. Set the ignition timing to stock and use 95-octane fuel and you'll certainly feel a difference in performance, possibly a 10% increase, or even more.

Hope that clarifies the process for you.

ADVANCE?

Q I was wondering if you guys could shed some light on ignition advancers? I own a very nice 2012 Yamaha R1 and I've seen an aftermarket ignition advancer that simply replaces the original one on the end of the crankshaft, and it looks very easy to install.

It's quite expensive (R2,700) for such a small thing though, but they claim it'll do 'wonders' for performance gains, which sounds a bit dubious if you ask me. But, if it does, I'll eagerly go out and buy the thing.

So, come on guys, what's your take on this piece? Is it worth it, or is it just another way of getting money from people, like me, who're always looking for more power without too much effort?

Can't wait to see what you have to say?

Chris Forge

A To be honest, with a stock bike that we presume you have, I'd spend the money on a holiday instead. Yamaha do most certainly know what they're doing with their engine already, and something like this will make little or no noticeable difference.

It may add a tiny bit of midrange, but you won't notice it when riding. These things are primarily designed for full-race modified engines - you know, cams, pistons, head-job, etc, etc. This sort of heavily modified engine will then run on high-octane race fuel, which you won't have, and then you'll see an improvement. And to do all of that will cost you more than the bike's worth...

Spend it on a night out with the boys instead; you'll feel a 'bigger affect' then.



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I'm in a quandary. What to do, what to do? The fun part of this project is about to start but I still have no idea what I want the finished product to look like. From the pics you will see that there are so many different customising options you can go with, so can you blame me for being confused? Everywhere I go someone has an idea, some suggest I go for the all out "dirty" look, others say I should make it more road-going, i.e. street rubber and the customising

in line with that, and then again others say I should keep it original and just do a few bobs and bits. By asking others for their opinions, my brain is even more boggled, so I have had no choice other than to come up with a cunning plan...

Time to pull out the big guns and enlist the help of someone who can give me a bit of direction. There are obviously a lot of factors that will come into play, budget being just one of them, so I think my next port of call needs to be a Triumph dealer who specialises in

these types of mods and share the same passion as I do for this British brand.

As you know, Traditional Triumph did a wonderful job in customising my Street Triple but this time I am going to put my faith in Fourways Motorcycles as I have seen some of their work and have been very impressed. Perhaps after a chat with them my direction will be clearer, but in the meantime, have a look at some of these and let me know what you think, personally I think I may just go for the down and dirty look... **58**



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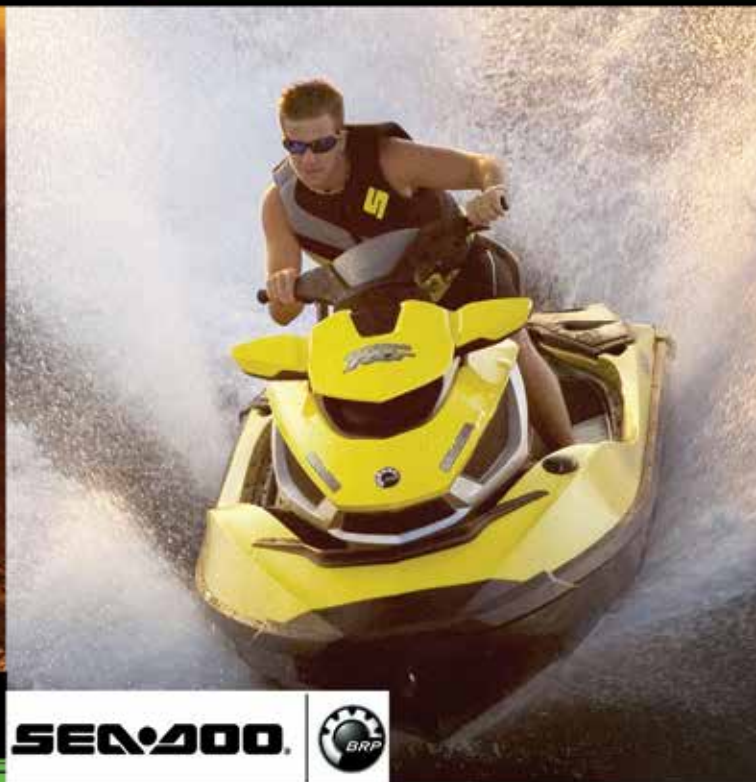
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2015 ISLE OF MAN TT RACES

The Isle of Man races were again held on the little island just off the coast of the UK.

Words: Clinton Pienaar

Pics: Isle of Man TT Press site

With well over a hundred years of racing on the same circuit, it still stands tall as the world's most prestigious motorcycle race. I say this without any fear of being shot down by the purists who argue that short circuit racing is the ultimate showcase of skill and riding

ability. Any person arguing this point has obviously never stood next to the TT circuit and watched a man wrestle a two wheeled missile on bumpy narrow English roads at well over 300km/h. And if this is not enough they do that for over 300km. It is the ultimate test for man and machine and, truthfully, while

spectator numbers are dwindling the world over at MotoGP and WSBK, they are increasing steadily every year at the Isle of Man. If you are asking yourself why the answer is that it is one of those places you have to make a pilgrimage to if you are a biker.

This year did not disappoint on many

fronts; the weather played around a bit in the beginning but race direction made the right decisions every time and moved the program around for safety reasons. There were also many headlines surrounding this year's race especially Dunlop's decision to not ride the new R1 after doing just three laps on it and deciding to ride his race winning bike from last year will go down in history as one of the most controversial decisions ever. On closer inspection it had more to do with him and the team instead of the bike but still what a headline. Guy Martin on a Triumph this year, was going to be the the race of the year and Ian Hutchinson was back to 100% fitness after a 5 year recovery from his badly damaged leg.

The line-up of super stars and headlines kept on increasing until the moment the Superbike race kicked off events down Bray Hill as the first race of the week. There are 9 races in total so it is impossible to put it all in on these few pages but, for me, the highlights were Bruce Anstey, at age 45, winning the Superbike race for the first time on the Padgett's Honda and



TT Zero podium



Superbike race 1



Lee Johnston



Bruce Anstey



John McGuinness



Ian Hutchinson




Hutchy took the win in the Superstock class



John McGuinness
now has a total of 23
TT wins

Hutchy was flying on the 600, literally

Ian Hutchinson winning Superstock on his Kawasaki ZX-10 as well as the two Supersport races on his Yamaha R6. The man is back and is Joey Dunlop's biggest threat with regards to his 26 race wins as he is currently on 10 and he is most definitely on fire. Despite this, my personal favourite and hero is still John McGuinness. People write him off constantly as he does not fit the mould of a typical young fit motorcycle racer because he's well over 40 at age 43 but, once the flag drops, the man opens the throttle and you almost get the feeling that he only closes it for the two hairpins and coming into the pits - he is simply unbelievable! He won the Isle of Man Senior Race, which is the Blue Ribbon race, in style and took with it the ultimate fastest lap of the island circuit ever, at a speed of 132.701m/ph (213.56 km/h) which only took him 17:03.567.

What a man, what a race, what an event! You need to go and see it live! 



McGuinness took the win in the Blue Ribbon Superbike race



McGuinness showing Dunlop the way around



Conor Cummins had a difficult TT this year



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DESPERATE TIMES

2015 issues for Marc Marquez have forced Honda to take a step back to see if they can iron out their performance problems while there is still time, too late maybe?

Marc Marquez re-verted to Honda's 2014 MotoGP chassis in a thunderstorm-curtailed test at Barcelona on Monday in a bid to get on top of his 2015 problems.

The reigning world champion suffered his third crash in five races early in Sunday's Catalunya Grand Prix, and has had an increasing struggle with the Honda's handling in recent rounds.

He is now 69 points behind championship leader Valentino Rossi and has not been on the podium since the Jerez race at the start of May. Honda fitted a 2014 chassis with a '15 engine, swingarm and exhaust for Marquez to try at Barcelona on Monday. Although heavy rain meant running ceased after 90 minutes, he said the combination had been promising.

"We didn't have much luck with the weather today, it started to rain very early on and we could only do three runs," said Marquez. The important thing is that the one point we did try - last year's chassis with this year's swingarm and engine - gave us a positive feeling. We have to confirm our findings and compare the telemetry, because it wasn't a huge step forward and we couldn't do many laps, but the first impressions were good. The rain interrupted our work, but we'll see if we can continue working in this way because I'm feeling better on the bike all the time."

Tech 3 Yamaha rider Bradley Smith was fastest in the period of running that took place, ahead of Suzuki pair Maverick Vinales and Aleix Espargaro, with Marquez fourth.

Yamaha had planned to run at the test with a revised chassis, but packed up due to the weather and will have a session at Aragon instead. The factory Ducatis did not participate either.



Zarco put in a great effort to take another win and extend his championship points lead



Akira Kawasaki MotoGP



Marquez is human after all



Four wins in a row and only one point separates him from the top of the leader board



Brad Binder having a tough time on the Ajo Motorsports Red Bull KTM



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MEMORABLE MOMENTS AND SIGNIFICANT DATES FOR THE EVENT

Pics: WorldSBK.com

2015 is the year in which Misano takes over from Monza for hosting more rounds of World Superbike. Currently, both of the Italian venues have 44 World Superbike races to their name. Only two circuits have more races starts to their names since the series inaugurated in 1988: Phillip Island and Assen, with 48 each.

The first appearance of Misano was in 1991, the dominant year of Doug Polen, who did not miss an opportunity and registered what remains the highest World Superbike average race speed to have been recorded at the track: 157.726 km/h, although this was before the circuit was modified and changed direction in 2007.

The 1991 success of Polen was not the only Misano double, however. In fact, the circuit has witnessed no less than 15 doubles from 22 race weekends, including the last four: Max Biaggi in 2010 and 2012, Carlos Checa in 2011 and Tom Sykes in 2014. There was no event in 2013, as World Superbike raced at Imola and Monza instead.

Another memorable Misano meeting was that of 1995. Now two decades ago, Mauro Lucchiari obtained the only two wins of his career. That weekend also saw Troy Corser pick up a third place finish which would mark the first of his 16 podium finishes at the circuit – no other rider has finished on the podium more times at a single circuit. Second in this particular ranking is Carl Fogarty, who managed to collect 15 top three finishes at Assen over the course of his career; this was beaten by Corser at Misano when he did the double on an Aprilia in 2000.

In 1996, American John Kocinski took the establishment by storm as he clinched the double from pole position. He went on to win the world title the following season.

In 1999 – the year of 'King' Carl Fogarty's fourth and final title – the Englishman scored his only two Misano victories. Perhaps more significantly from a records point of view, that June weekend also saw him clinch his 100th podium finish courtesy of the Race 1 win. Fogarty thus became the first rider to hit a century of podiums in World Superbike – a figure matched by Troy Corser and Noriyuki Haga in 2006 and 2009, respectively. As things stand, the records for most podium finishes are as follows: Corser leads on 130 from Haga (116) and Fogarty (109).

The opening Misano race of 2001 featured success for World Champion-to-be Troy Bayliss after an intense fight with Ben Bostrom, who repaid the favour in Race 2. This was to be the first of six wins for Bayliss at Misano; this makes him the most successful rider for victories at the Adriatic venue, ahead of Max Biaggi on four.

Misano was a truly special place for Pierfrancesco 'Frankie' Chili, Regis Laconi and Ruben Xaus; all three riders clinched their last career race wins at Misano. Chili did so in 2004 after staging a remarkable comeback in Race 2; he was 15th after two laps but edged in front of the pack on the final lap. Laconi did the double the following year while Xaus' last win came in 2008, in Race 2.

In Race 2 of 2009, an upcoming Jonathan Rea clinched his first World Superbike win. It did not come easily, as this was a year in which Ben Spies won no less than 14 times and the official Ducati team 11 times with the help of Noriyuki Haga and Michel Fabrizio. Rea started from Row 2 and was on the rear wheels of Haga and Fabrizio when Spies began to slow due to clutch problems. Rea may have had the Ducatis to deal with,



Bayliss Misano 2001



Biaggi Misano 2012



Chili Misano 2004



Rea Misano 2009



Sykes Misano 2014



Fogarty Misano 1999



Kocinski Misano 1996



Polen Misano 1991

but the Honda works rider sold a dummy on the last lap to move ahead into the first corner, then resisting the challenge for the remainder. Rea won, with Fabrizio just 63 thousandths of a second behind; Haga was also within half a second of the winner in the climax to a highly memorable race.

In more recent times, Misano has tended to treat each year's World Champion very kindly.

Max Biaggi and Carlos Checa did the double through 2010 to 2012, while there was a crucial double for Tom Sykes last year; at the time, this consolidated the then reigning Champion's lead in the title race. This cushion was held until the season finale in Qatar, where Sylvain Guintoli blasted through to win the title by six points.

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ROUND 4 DELMAS



Clean sweep for Scholtz at Mpumalanga SuperGP

Words: SuperGP Press Pics: Eugene Liebenburg



The new Yamaha R1 looks like the right bike to have

Mathew Scholtz showed what fans can expect for the remainder of the 2015 DEOD SuperGP Champions Trophy season when he powered his EmTek Racing Nashua Yamaha R1 to two convincing wins at the Mpumalanga SuperGP at Red Star Raceway on Sunday, 14 June.

The king of SuperPole Clint Seller (NeoLife Africa Yamaha R1) did the job yet again – he has only been beaten in one SuperPole – leading a Yamaha lockout of the front row of the grid. Scholtz was less than two tenths of a second slower with his team mate, Brandon Goode, in third. Brent Harran (RD Racing Odin Powersport Kawasaki ZX-10R) headed the second row of the grid

ahead of Nicholas Kershaw (Tsunami Beach Bar / BMW Motorrad S 1000 RR) and Lance Isaacs (Black Swan Racing / BMW Motorrad S 1000 RR).

When the lights went out to signal the start of the first race it was Scholtz who reacted quickest, leading Seller and Harran through the first couple of corners. Seller and Scholtz swapped positions a few times while opening a substantial gap over the chasing pack. Isaacs and Goode were slowly closing the gap to Harran but Isaacs had a huge high side which put him out of the race just before the half-way mark. Seller pushed a little bit too hard in his efforts to catch Scholtz and slid off the track after losing the

front end of his Yamaha. Luckily he was able to remount and set off after the riders ahead of him. Harran's bike developed a misfire and he was passed by Goode and then a re-covering Seller. A string of laps in the 1:53s saw Seller complete an unlikely chase to get past Goode and claim an unlikely second. Scholtz was untroubled at the front leading home the Yamaha 1-2-3 by 15 seconds. Harran managed to hang on for fourth ahead of Kershaw.

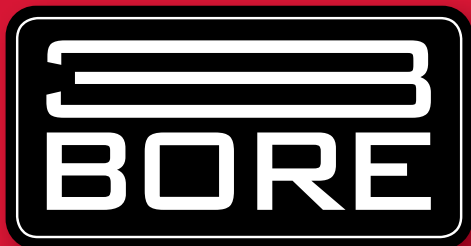
In the second heat Goode had a great start to get the hole-shot but Scholtz and Seller soon made their way past. They pulled away from the rest of the pack running nose to tail until Scholtz' bike flicked up a



Clinton Seller and Mathew Scholtz were unstoppable



Lance Isaacs wheelies into the sunset after a tough weekend



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stone which went through Seller's screen and hit him in the chest making his left arm go lame. Lacking the strength needed to muscle the bike around the 19-turn circuit, he decided to settle for a safe second and the championship points that go with it. Behind the leading duo Goode and Harran were involved in a battle of their own which eventually went the way of Harran. Kershaw finished in fifth ahead of Isaacs.

Both SuperM races went the way of Jacques van Wyngaardt (Red Star Raceway BMW S 1000 RR) from Johan Otto (Red Mist KTM).

Super600

Adolf Boshoff (Indy Oil Toy Store Kawasaki ZX-6R), who missed the last round due to an injury suffered as a result of a regional race crash, signalled his return to national championship racing with a hard-fought pole position. Steven Odendaal (NeoLife Africa Yamaha R6) and Michael White (Consortium Shipping Kawasaki ZX-6R) filled the other slots on the front row of the grid. The second row of the grid was made up of Blaze Baker (Russell Wood Kawasaki ZX-6R), Nicole van Aswegen (Triumph SA / Women in Motorsport Triumph Daytona 675R) and Anthony Shelley who was out on the EmTek Racing Nashua Yamaha R6 campaigned by Sheridan Morais at the previous round in Cape Town.

Baker spoiled his chances in the race by running wide at the first corner leaving the top three on the grid to open a slight gap on the rest of the field. Malcom Rudman (Kawasaki ZX-6R) got past Shelley and worked his way up to the leading trio. Unfortunately he slid off the track and into retirement. It was then Shelley's turn to fight his way up to join the leaders. The four of them put on an incredible display with positions changing every lap. When it mattered Boshoff was in front just ahead of White with Odendaal in the final podium position. Shelley was fourth in his first ride on the Yamaha. The battle for fifth place between van Aswegen and Dorren Loureiro (Family Fitness Centre Kawasaki ZX-6R) – making his first appearance in the national Super600 class – went the way of van Aswegen.

It was more of the same in the second race with Odendaal, Boshoff, Shelley and White again swapping positions throughout the race. After 14 exciting laps they finally crossed the line in that order separated by less than three-quarters of a second. Baker was the best of the rest finishing in fifth ahead of Loureiro.

SuperJunior

Championship leader William Friend showed that he intended to put the disappointment of a slightly below par round in Cape Town behind him when he qualified with a time almost a second quicker than the rest of the field. Tyreece



These Super600 riders just have no fear when it comes to swapping paint jobs on track



Mike White becoming a real title challenger for 2015



William Friend extends his championship points lead



Adolf Boshoff (132) takes his first Super600 win

Robert was next quickest with Zwartkops winner Brandon Staffen in third. Lance Marais, Dominic Doyle and Luca Coccioni filled the second row of the grid.

In the first race Friend was in a class of his own and took the win by almost 14 seconds. Robert led the chasing pack until he lost the front end of his bike and crashed out with just over two laps to go. This let Marais through into second with Dominic Doyle on the final podium step.

Coccioni, Reinhold Joubert and Jenna Eekhout completed the top six.

Friend again had a fairly easy win in the second race, this time followed home by Doyle and Marais. Robert, Staffen and Joubert filled the next three positions.

The DEOD SuperGP Champions Trophy moves back to the coast for the next round and is scheduled to take place at Aldo Scribante in Port Elizabeth on 26 July 2015.

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SHORT CIRCUIT SERIES

In this month's write up on the SuperBike Magazine Moto SA Short Circuit series, we invite you to join us as we take an interactive look back at the Round 4 action which took place at the Zwartkops Kart Circuit as part of the Extreme Festival on Youth Day.

Words: Clifford Redfern Pics: Clifford Redfern

But first, a list of what you'll need:

- 1 x copy of SuperBike Magazine.
- 1 x smart phone or tablet with a QR code scanner app installed, which is freely available on iOS, Android, Blackberry, Windows phone or whatever you use.
- A little time on your hands for some rocking short circuit racing.

As most of our readers know, the Short Circuit Series boasts a total of 12 classes that accommodate any rider, from kids getting into racing to experienced racers at the top of their game. For this edition we'll take a first-hand look into the 2 extremes on offer, the MiniMoto Novice Class and the Supermoto Class.

16 Novice riders arrived at round 4, all riders aged between 4 and approximately 10 years old. All new to racing, but each one super keen to get out on the track and, as is the norm with all riders, go as fast as they can. Most of these youngsters can't even start their own bikes, but they line up in the pre-race grid with dad on hand (like a MotoGP pit crew) to manage all the technical issues – they're here to ride. Even at this young age, these boys and girls put on such a show that the crowds lined up track side, enthralled by what they were seeing. Take a look for yourself by scanning the Novice QR code.

In some ways, the Supermoto Class is not that different from the Novice Class, the boys are just grown up and have bigger toys, but they have the same game plan which is to walk away in top spot at the end of the day. Being a spectator of this class takes nerves of steel. As they line up on the start grid you literally feel the nervous anticipation build up inside you. Will they get away cleanly? What chaos could unfold in turn one? Has your rider got what it takes? And, before you know it, it's over, as if in a blink of an eye.....until the next heat....

Come and live the action from all of the Moto SA classes first hand at our annual day/night race at the Vereeniging Kart Circuit on the 25th July. Visit our website at www.motosa.co.za for more information.



Novice



Supermoto

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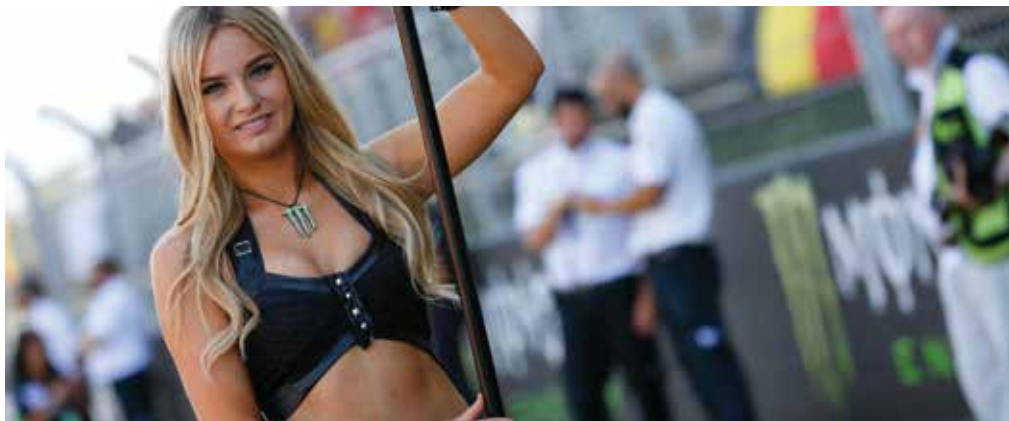


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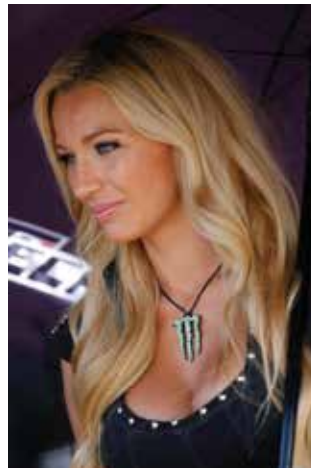
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2015

SuperBike Magazine

BUYER'S GUIDE

This buyer's guide is only for road legal motorcycles that are sold in South Africa.

Please note that prices may change without notice, this Buyer's Guide is only seen as a guide to compare the different models.

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aprilia

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RSV4RR R209 900



Engine: 999cc
Power: 200hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

RSV4RR SUPERPOLE R229 900



Engine: 999cc
Power: 201hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

RSV4RF LIMITED EDITION R259 900



Engine: 999cc
Power: 201hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

CAPANORD R149 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD TRAVEL PACK R169 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD RALLY R199 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

TUONO V4 1100 R R179 900



Engine: 1,077cc
Power: 167hp
Torque: 111Nm
Weight: 185kg
Seat Height: 835mm
Fuel Capacity: 18.5L

TUONO V4 1100 RR R189 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

TUONO V4R FACTORY R219 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

bimota

www.cayenne.co.za

DB11 R499 000



Engine: 1198cc
Power: 162hp
Torque: 131Nm
Weight: 175kg
Seat Height: 800mm
Fuel Capacity: 18L

TESI 3D NAKED R399 000



Engine: 1078cc
Power: 100hp
Torque: 94Nm
Weight: 167kg
Seat Height: 780mm
Fuel Capacity: 16L

DB9 BRIVIDO R399 000



Engine: 1198cc
Power: 162hp
Torque: 128Nm
Weight: 174kg
Seat Height: 800mm
Fuel Capacity: 18L

BB3 R449 900



Engine: 999cc
Power: 190hp
Torque: 112Nm
Weight: 179kg
Seat Height: 820mm
Fuel Capacity: 17L

DB5R R259 900



Engine: 1078cc
Power: 98hp
Torque: 105Nm
Weight: 169kg
Seat Height: n/a
Fuel Capacity: 16L

BMW Motorrad

www.bmwmotorrad.co.za



C 600 SPORT R138 950



Engine: 647cc
Power: 60hp
Torque: 66Nm
Weight: 445kg
Seat Height: 810mm
Fuel Capacity: 16L
C650GT: R147,950

Prices may change without any notice, please contact your nearest dealer.

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G 650 GS R94 990



Engine: 652cc
Power: 48hp
Torque: 60Nm
Weight: 192kg (w)
Seat Height: 780mm
Fuel Capacity: 14L

G 650 GS SERTÃO R96 260



Engine: 652cc
Power: 48hp
Torque: 60Nm
Weight: 193kg
Seat Height: 860mm
Fuel Capacity: 14L

F 700 GS R128 100



Engine: 798cc
Power: 75hp
Torque: 77Nm
Weight: 209kg (w)
Seat Height: 820mm
Fuel Capacity: 16L

F 800 GS R137 345



Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 214kg (w)
Seat Height: 880mm
Fuel Capacity: 16L

F 800 GT R142 585



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: n/a
Seat Height: 800mm
Fuel Capacity: 15L

F 800 R R124 800



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: 202kg
Seat Height: 790mm
Fuel Capacity: 15L

F 800 GS ADV R155 480



Engine: 798cc
Power: 85hp
Torque: 85Nm
Weight: 229kg (w)
Seat Height: 890mm
Fuel Capacity: 24L

R 1200 GS LIQUID-COOLED R197 015



Engine: 1,170cc
Power: 123hp
Torque: 125Nm
Weight: 238kg
Seat Height: 850/870mm
Fuel Capacity: 20L

R 1200 GS ADVENTURE-LC R217 170



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L

R 1200 GS TROPHY R164 920



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L

Model displayed may differ to actual model

R 1200 R STYLE 1 R175 350



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 R STYLE 2 R176 350



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 RS STYLE 1 R173 750



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R 1200 RS STYLE 2 R176 250



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R nineT R159 000



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 208kg
Seat Height: 785mm
Fuel Capacity: 18L

K 1300 S R197 985



Engine: 1,293cc
Power: 175hp
Torque: 140Nm
Weight: 228kg (d)
Seat Height: 820mm
Fuel Capacity: 19L

K 1300 S Motorsport: R221 900

K 1600 GT R229 800



Engine: 1,649cc
Power: 158hp
Torque: 175Nm
Weight: 306kg (d)
Seat Height: 810/830mm
Fuel Capacity: 24L

K 1600 GT Sport: R233 600

K 1600 GTL R257 990



Engine: 1,649cc
Power: 158hp
Torque: 140Nm
Weight: 321kg (d)
Seat Height: 820/830mm
Fuel Capacity: 24L

K 1600 GTL Exclusive: R289 500

S 1000 XR R209 650



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 228kg
Seat Height: 840mm
Fuel Capacity: 20L

S 1000 R R178 845



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 207kg
Seat Height: 814mm
Fuel Capacity: 17.5L

S 1000 RR R214 550



Engine: 999cc
Power: 193hp
Torque: 112Nm
Weight: 178kg (d)
Seat Height: 820mm
Fuel Capacity: 17.5L

Forged Wheels Version: R232 000



www.bikerswarehouse.co.za

CAFÉ 600 R75 999



Engine: 599cc
Power: 76hp
Torque: 55Nm
Weight: 190kg (d)
Seat Height: 790mm
Fuel Capacity: 18L

TREK 1130 R124 990



Engine: 1,131cc
Power: 132hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 850mm
Fuel Capacity: 22L

TREK AMAZONAS 1130 R124 990



Engine: 1,131cc
Power: 137hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 860mm
Fuel Capacity: 22L

CAFÉ RACER 1130 R150 990



Engine: 1,131cc
Power: 137hp
Torque: 120Nm
Weight: 195kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

TNT 160 - 1130 CARBON R184 990



Engine: 1,131cc
Power: 158hp
Torque: 120Nm
Weight: 199kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

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HYPERMOTARD RED R139 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERMOTARD BLACK R140 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERMOTARD SP R159 500



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 171kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERSTRADA R149 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 181kg
Seat Height: 830mm
Fuel Capacity: 16L

MONSTER 821 DARK R139 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED R140 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 WHITE R141 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED STRIPE R149 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200 R169 000



Engine: 1198.4cc
Power: 135hp
Torque: 118Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S RED R198 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S WHITE R199 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S RED STRIPE R210 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MTS 1200 R189 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 TOURING R214 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S RED R225 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S WHITE R227 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S TOURING RED R249 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S TOURING WHITE R251 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

DIAVEL DARK R219 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL CARBON RED R258 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL CARBON WHITE R259 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL TITANIUM R349 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

848 STREETFIGHTER R149 000



Engine: 849cc
Power: 132hp
Torque: 94Nm
Weight: 169kg
Seat Height: 840mm
Fuel Capacity: 16.5L

899 PANIGALE RED R179 000



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

899 PANIGALE WHITE R179 500



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

1299 PANIGALE R229 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

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1299 PANIGALE S R269 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

PANIGALE R R389 000



Engine: 1,198cc
Power: 205hp
Torque: 136.2Nm
Weight: 162kg
Seat Height: 830mm
Fuel Capacity: 17L

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SUPER LOW R99 995



Engine: 883cc
Power: n/a
Torque: 70Nm
Weight: 245kg
Seat Height: 695mm
Fuel Capacity: 17L

SPORTSTER 883 IRON R106 000



Engine: 883cc
Power: n/a
Torque: 70Nm
Weight: 245kg
Seat Height: 735mm
Fuel Capacity: 12.5L

SPORTSTER CUSTOM R132 995



Engine: 1,202cc
Power: n/a
Torque: 96Nm
Weight: 255kg
Seat Height: 710mm
Fuel Capacity: 17L

SEVENTY TWO R133 000



Engine: 1,202cc
Power: n/a
Torque: 96Nm
Weight: 255kg
Seat Height: 710mm
Fuel Capacity: 7.9L

FORTY EIGHT R131 995



Engine: 1,202cc
Power: n/a
Torque: 96Nm
Weight: 255kg
Seat Height: 710mm
Fuel Capacity: 7.9L

STREET BOB R169 495



Engine: 1,690cc
Power: n/a
Torque: 130Nm
Weight: 291kg
Seat Height: 680mm
Fuel Capacity: 17.8L

LOW RIDER R185 000



Engine: 1,690cc
Power: n/a
Torque: 126Nm
Weight: 292kg
Seat Height: 680mm
Fuel Capacity: 17.8L

WIDE GLIDE R194 995



Engine: 1,690cc
Power: n/a
Torque: 132Nm
Weight: 295kg
Seat Height: 680mm
Fuel Capacity: 17.8L

FAT BOB R199 995



Engine: 1,690cc
Power: n/a
Torque: 132Nm
Weight: 306kg
Seat Height: 690mm
Fuel Capacity: 18.9L

SWITCHBACK R209 995



Engine: 1,690cc
Power: n/a
Torque: 126Nm
Weight: 319kg
Seat Height: 695mm
Fuel Capacity: 17.8L

SLIM R224 995



Engine: 1,690cc
Power: n/a
Torque: 132Nm
Weight: 305kg
Seat Height: 650mm
Fuel Capacity: 18.9L

FAT BOY SPECIAL R249 995



Engine: 1,690cc
Power: n/a
Torque: 132Nm
Weight: 318kg
Seat Height: 670mm
Fuel Capacity: 18.9L

HERITAGE R254 995



Engine: 1,690cc
Power: n/a
Torque: 130Nm
Weight: 327kg
Seat Height: 690mm
Fuel Capacity: 18.9L

DELUXE R249 995



Engine: 1,690cc
Power: n/a
Torque: 132Nm
Weight: 318kg
Seat Height: 670mm
Fuel Capacity: 18.9L

BREAKOUT R249 995



Engine: 1,690cc
Power: n/a
Torque: 130Nm
Weight: 309kg
Seat Height: 660mm
Fuel Capacity: 18.9L

MUSCLE R222 000



Engine: 1,247cc
Power: n/a
Torque: 115Nm
Weight: 292kg
Seat Height: 705mm
Fuel Capacity: 18.9L

NIGHT ROD SPECIAL R204 995



Engine: 1,247cc
Power: n/a
Torque: 111Nm
Weight: 289kg
Seat Height: 675mm
Fuel Capacity: 18.9L

Prices may change without any notice, please contact your nearest dealer.

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ROAD KING CLASSIC R277 000



Engine: 1,690cc
Power: n/a
Torque: 138Nm
Weight: 353kg
Seat Height: 715mm
Fuel Capacity: 22.7L

STREET GLIDE SPECIAL R299 995



Engine: 1,690cc
Power: n/a
Torque: 138Nm
Weight: 356kg
Seat Height: 695mm
Fuel Capacity: 22.7L

ROAD GLIDE SPECIAL R309 995



Engine: 1,690cc
Power: n/a
Torque: 138Nm
Weight: 369kg
Seat Height: 696mm
Fuel Capacity: 22.7L

CVO DELUXE R334 995



Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 380kg
Seat Height: 690mm
Fuel Capacity: 22.7L

CVO STREET GLIDE R384 995



Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 380kg
Seat Height: 690mm
Fuel Capacity: 22.7L

CVO LIMITED R429 995



Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 416kg
Seat Height: 740mm
Fuel Capacity: 22.7L

CVO ROAD GLIDE ULTRA R434 995



Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 422kg
Seat Height: 755mm
Fuel Capacity: 22.7L



www.honda.co.za

ELITE R18 490



Engine: 153cc
Power: 8.4hp
Torque: 8.7Nm
Weight: 102kg
Seat Height: 755mm
Fuel Capacity: 5.5L

MSX125 R35 490



Engine: 124.9cc
Power: 9.8hp
Torque: 10.9Nm
Weight: 101kg
Seat Height: 765mm
Fuel Capacity: 5.8L

CBR125R R43 990



Engine: 124.7cc
Power: 13hp
Torque: 10.1Nm
Weight: 137kg
Seat Height: 795mm
Fuel Capacity: 13L

XR125L R20 990



Engine: 124cc
Power: 11hp
Torque: 10.6Nm
Weight: 120kg
Seat Height: 825mm
Fuel Capacity: 12L

PCX150 R38 490



Engine: 153cc
Power: 13.6hp
Torque: 14Nm
Weight: 129kg
Seat Height: 760mm
Fuel Capacity: 5.9L

XR150L R23 490



Engine: 149cc
Power: n/a
Torque: n/a
Weight: 129kg
Seat Height: 825mm
Fuel Capacity: 12L

CRF250L R56 490



Engine: 250cc
Power: 22hp
Torque: 22Nm
Weight: 144kg
Seat Height: 875mm
Fuel Capacity: 7.7L

INTEGRA R99 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 238kg
Seat Height: 790mm
Fuel Capacity: 14.1L
Integra Traveller: R111 990

CBR500R R78 990



Engine: 471cc
Power: 46.2hp
Torque: 43Nm
Weight: 137kg
Seat Height: 790mm
Fuel Capacity: 15.7L

CBR600RR R139 990



Engine: 599cc
Power: 118hp
Torque: 66Nm
Weight: 186kg
Seat Height: 823mm
Fuel Capacity: 18.1L

NC750X R89 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 219kg
Seat Height: 830mm
Fuel Capacity: 14.1L
NC750DCT: R99 990

CBR1000RR R174 990



Engine: 999.8cc
Power: 175hp
Torque: 112Nm
Weight: 200kg
Seat Height: 820mm
Fuel Capacity: 17.7L
CBR1000SP: R205 990

CBT100A R135 990



Engine: 1,140cc
Power: 89.7hp
Torque: 93Nm
Weight: 248kg
Seat Height: 795mm
Fuel Capacity: 14.6L

VFR1200X R173 490



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD: R184 490

VFR1200X ADVENTURE R194 990



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD Adventure: R206 990

VFR1200F R196 990



Engine: 1,237cc
Power: 170hp
Torque: 129Nm
Weight: 267kg
Seat Height: 815mm
Fuel Capacity: 18.5L
VFR1200FD: R202 990

Indian
MOTORCYCLE

www.indianmotorcycle.co.za

CHIEF® CLASSIC FROM R299 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 370kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEF® VINTAGE FROM R335 000




Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 379kg
Seat Height: n/a
Fuel Capacity: 20.8L

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CHIEFTAIN™ R359 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 385kg
Seat Height: n/a
Fuel Capacity: 20.8L

SCOUT™ FROM R159 900



Engine: 1,133cc
Power: 100hp
Torque: 98Nm
Weight: 253kg
Seat Height: 673mm
Fuel Capacity: 12.5L

ROADMANSTER™ FROM R425 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 421kg
Seat Height: n/a
Fuel Capacity: 20.8L



www.kawasakis.co.za

NINJA 250SE R54 995



Engine: 249cc
Power: 32hp
Torque: 22Nm
Weight: 154kg
Seat Height: 775mm
Fuel Capacity: 17L

NINJA 300R 30TH R64 995



Engine: 296cc
Power: 39hp
Torque: 27Nm
Weight: 172kg
Seat Height: 785mm
Fuel Capacity: 17L

ER650n R85 995



Engine: 649cc
Power: 71hp
Torque: 64Nm
Weight: 204kg
Seat Height: 805mm
Fuel Capacity: 16L

ER650f R89 995



Engine: 649cc
Power: 71hp
Torque: 64Nm
Weight: 204kg (w)
Seat Height: 805mm
Fuel Capacity: 16L

Z300 R59 995



Engine: 998cc
Power: 39hp
Torque: 27Nm
Weight: 168kg
Seat Height: 785mm
Fuel Capacity: 17L

Z800 R85 995



Engine: 806cc
Power: n/a
Torque: n/a
Weight: 231kg
Seat Height: 834mm
Fuel Capacity: 17L

Z1000 R139 995



Engine: 1,043cc
Power: 140hp
Torque: 110Nm
Weight: 220kg (w)
Seat Height: 815mm
Fuel Capacity: 17L
Z1000 ABS version: R144 995

Z1000SX R149 995



Engine: 1,043cc
Power: 136hp
Torque: 110Nm
Weight: 228kg (w)
Seat Height: 820mm
Fuel Capacity: 19L

VERSYS R145 995




Engine: 1,043cc
Power: 136hp
Torque: n/a
Weight: n/a
Seat Height: 840mm
Fuel Capacity: 21L

ZX6-R R120 995




Engine: 599cc
Power: 126hp
Torque: 66.7Nm
Weight: 191kg (w)
Seat Height: 815mm
Fuel Capacity: 17L

ZX-6 636 R121 995



Engine: 636cc
Power: 128hp
Torque: 71Nm
Weight: 192kg (w)
Seat Height: 830mm
Fuel Capacity: 17L

ZX-6 636 30TH R124 995



Engine: 636cc
Power: 128hp
Torque: 71Nm
Weight: 192kg (w)
Seat Height: 830mm
Fuel Capacity: 17L
ABS version: R129,995

ZX10-R STD R169 995



Engine: 998cc
Power: 197hp
Torque: 112Nm
Weight: 198kg (w)
Seat Height: 813mm
Fuel Capacity: 17L

ZX10-R 30TH R175 995



Engine: 998cc
Power: 197hp
Torque: 112Nm
Weight: 198kg (w)
Seat Height: 813mm
Fuel Capacity: 17L
ABS 30th year Version: R179 995

H2 R310 000



Engine: 998cc
Power: 207hp
Torque: 140Nm
Weight: 238kg (w)
Seat Height: 825mm
Fuel Capacity: 17L

H2R R630 000



Engine: 998cc
Power: 321hp
Torque: 165Nm
Weight: 216kg (w)
Seat Height: 830mm
Fuel Capacity: 17L

ZX-14R NINJA R174 995




Engine: 1,441cc
Power: 197hp
Torque: 162Nm
Weight: 265kg (w)
Seat Height: 800mm
Fuel Capacity: 22L
ZX-14 R ABS: R189 995

ZZR1400 OHLINS SE R195 995



Engine: 1,441cc
Power: 197hp
Torque: 162Nm
Weight: 265kg (w)
Seat Height: 800mm
Fuel Capacity: 22L

GTR1400 R189 995



Engine: 1,352cc
Power: 155hp
Torque: 136Nm
Weight: 300kg
Seat Height: 815mm
Fuel Capacity: 22L

EN650 VULCAN R85 995



Engine: 649cc
Power: n/a
Torque: n/a
Weight: 226kg
Seat Height: 706mm
Fuel Capacity: 14L

VN900 CLASSIC R99 995



Engine: 903cc
Power: n/a
Torque: 78Nm
Weight: 281kg
Seat Height: 680mm
Fuel Capacity: 20L

VN900 CUSTOM R104 995



Engine: 651cc
Power: 59hp
Torque: 50Nm
Weight: 276kg
Seat Height: 685mm
Fuel Capacity: 22.1L



www.ktm.com

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125 DUKE R44 999


Engine: 124.7cc
Power: 15hp
Torque: 12Nm
Weight: 125kg
Seat Height: 800mm
Fuel Capacity: 11L

200 DUKE R46 999


Engine: 199.5cc
Power: 26hp
Torque: 20Nm
Weight: 126kg
Seat Height: 800mm
Fuel Capacity: 11L

Non-ABS version also available

390 DUKE R58 999


Engine: 375cc
Power: 43hp
Torque: 35Nm
Weight: 147kg
Seat Height: 805mm
Fuel Capacity: 11L

690 DUKE R99 999


Engine: 690cc
Power: 70hp
Torque: 70Nm
Weight: 149.5kg
Seat Height: 835mm
Fuel Capacity: 14L

690 DUKE R R119 999


Engine: 690cc
Power: 70hp
Torque: 70Nm
Weight: 149.5kg
Seat Height: 865mm
Fuel Capacity: 14L

1290 SUPER DUKE R R189 999


Engine: 1,301cc
Power: 180hp
Torque: 144Nm
Weight: 189kg
Seat Height: 835mm
Fuel Capacity: 18L

690 SMC R R113 999


Engine: 690cc
Power: 66hp
Torque: 68Nm
Weight: 139kg
Seat Height: 890mm
Fuel Capacity: 12L

690 ENDURO R R113 999


Engine: 653.7cc
Power: 63hp
Torque: 65Nm
Weight: 138.5kg
Seat Height: 910mm
Fuel Capacity: 12L

1050 ADVENTURE R139 999


Engine: 1,050cc
Power: 95hp
Torque: 107Nm
Weight: 212kg(d)
Seat Height: 850mm
Fuel Capacity: 23L

1190 ADVENTURE R185 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 860/875mm
Fuel Capacity: 23L

1190 ADVENTURE R R187 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 890mm
Fuel Capacity: 23L

1290 SUPER ADVENTURE R219 999


Engine: 1,301cc
Power: 160hp
Torque: n/a
Weight: 229kg
Seat Height: 860/875mm
Fuel Capacity: 30L

RC 125 R48 999


Engine: 124.7cc
Power: 15hp
Torque: n/a
Weight: 135kg
Seat Height: 820mm
Fuel Capacity: 10L

RC 390 R62 999


Engine: 373.2cc
Power: 43hp
Torque: n/a
Weight: 147kg
Seat Height: 820mm
Fuel Capacity: 10L

1190 RC8 R R189 999


Engine: 1,195cc
Power: 175hp
Torque: 127Nm
Weight: 182kg
Seat Height: 805mm
Fuel Capacity: 16.5L

V7 II CAFÉ RACER R139 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

CUSTOM ABS TCS R199 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

AUDACE ABS TCS R209 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

ELDORADO ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING SE R249 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

GRISO 8V SE R169 900


Engine: 1,151cc
Power: 110hp
Torque: 110Nm
Weight: 222kg(d)
Seat Height: 800mm
Fuel Capacity: 16.7L



www.motoguzzi.co.za

Free 3 year service plan on all 2015 models sold

V7 II STONE R109 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SPECIAL R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

F3 675 EAS ABS R139 900


Engine: 675cc
Power: 128hp
Torque: 71Nm
Weight: 173kg(d)
Seat Height: 805mm
Fuel Capacity: 16.5L



www.mvagusta.co.za


Free 3 year service plan on all 2015 models sold

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F3 800 EAS ABS R169 900




Engine: 798cc
Power: 148hp
Torque: 88Nm
Weight: 173kg (d)
Seat Height: 805mm
Fuel Capacity: 16.5L

F4 ABS R189 900




Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 805mm
Fuel Capacity: 17L

F4 R ABS R209 900




Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

F4 RR ABS R259 900



Engine: 998cc
Power: 201hp
Torque: 111Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

B3 800 EAS II ABS R129 900




Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

BRUTALE 1090 R139 900




Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 R R149 900




Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 RR R179 900




Engine: 1,078cc
Power: 158hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE CORSA R199 900




Engine: 1,078cc
Power: 156hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

DRAGSTER R159 900




Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

DRAGSTER RR R189 900




Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 168kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

RIVALE 800 R139 900



Engine: 798cc
Power: 125hp
Torque: 84Nm
Weight: 178kg (d)
Seat Height: 881mm
Fuel Capacity: 12.9L

STRADALE R159 900



Engine: 798cc
Power: 115hp
Torque: 79Nm
Weight: 181kg (d)
Seat Height: 870mm
Fuel Capacity: 16L

TURISMO VELOCE R189 900



Engine: 798cc
Power: 110hp
Torque: 80Nm
Weight: 191kg (d)
Seat Height: 850mm
Fuel Capacity: 20L

ROYAL ENFIELD

www.royalenfield.co.za

CLASSIC 500 R47 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC MILITARY R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC CHROME R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

GT CAFE RACER R69 990



Engine: 535cc
Power: 29.1bhp
Torque: 44Nm
Weight: 184kg
Seat Height: 800mm
Fuel Capacity: 13.5L



ANG50A R116 500



Engine: 638cc
Power: n/a
Torque: n/a
Weight: 277kg (w)
Seat Height: 755mm
Fuel Capacity: 15L

RV125 VAN VAN R35 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 128kg
Seat Height: 770mm
Fuel Capacity: 6.5L

GW250 INAZUMA R46 900



Engine: 248cc
Power: n/a
Torque: n/a
Weight: 183kg (w)
Seat Height: 790mm
Fuel Capacity: 13.3L

DL650XAL5 R94 950




Engine: 645cc
Power: n/a
Torque: n/a
Weight: 214kg (w)
Seat Height: 835mm
Fuel Capacity: 20L
DL650A mag wheel: R89 950

DL1000A R139 900



Engine: 1,033cc
Power: 101hp
Torque: 103Nm
Weight: 228kg
Seat Height: 850mm
Fuel Capacity: 20L

GSR750 R94 999



Engine: 749cc
Power: n/a
Torque: n/a
Weight: 215kg
Seat Height: 815mm
Fuel Capacity: 17.5L

GSX1250FA GT R126 500



Engine: 1,255cc
Power: n/a
Torque: n/a
Weight: 259kg (w)
Seat Height: 805mm
Fuel Capacity: 19L

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GSX-R750 R139 999



Engine: 750cc
Power: n/a
Torque: n/a
Weight: 190kg
Seat Height: 810mm
Fuel Capacity: 17L

GSX-R1000 R162 000



Engine: 999cc
Power: n/a
Torque: n/a
Weight: 203kg (w)
Seat Height: 810mm
Fuel Capacity: 17.5L

GSX1300RA15 R173 900



Engine: 1,340cc
Power: n/a
Torque: n/a
Weight: 260kg (w)
Seat Height: 805mm
Fuel Capacity: 21L

VL1500BT R141 900



Engine: 1,462cc
Power: n/a
Torque: n/a
Weight: 363kg
Seat Height: 720mm
Fuel Capacity: 18L

VZR1800 R168 900



Engine: 1,783cc
Power: n/a
Torque: n/a
Weight: 347kg (w)
Seat Height: 705mm
Fuel Capacity: 19.5L

TRIUMPH

www.triumphmotorcycles.co.za

DAYTONA 675 R R149 500



Engine: 675cc
Power: 126hp
Torque: 74Nm
Weight: 184kg
Seat Height: 830mm
Fuel Capacity: 17.4L

STREET TRIPLE R R110 500



Engine: 675cc
Power: 105hp
Torque: 68Nm
Weight: 182kg
Seat Height: 820mm
Fuel Capacity: 17.4L
Street Triple Rx: R126 500

SPEED TRIPLE R R149 500



Engine: 1,050cc
Power: 133hp
Torque: 111Nm
Weight: 212kg
Seat Height: 825mm
Fuel Capacity: 17.5L

TROPHY SE R179 500



Engine: 1,215cc
Power: 132hp
Torque: 120Nm
Weight: 301kg
Seat Height: 800mm
Fuel Capacity: 26L

BONNEVILLE T100 R107 500



Engine: 865cc
Power: 67hp
Torque: 68Nm
Weight: 230kg
Seat Height: 775mm
Fuel Capacity: 16L
Bonneville T214: R112 500

SCRAMBLER R107 500



Engine: 865cc
Power: 58hp
Torque: 68Nm
Weight: 230kg
Seat Height: 825mm
Fuel Capacity: 16L

THRUXTON R107 500



Engine: 865cc
Power: 68hp
Torque: 69Nm
Weight: 230kg
Seat Height: 820mm
Fuel Capacity: 16L
Thruxton Ace Cafe: R112 500

AMERICA LT R105 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 270kg
Seat Height: 690mm
Fuel Capacity: 19.3L

SPEEDMASTER R99 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 250kg
Seat Height: 690mm
Fuel Capacity: 19.3L

THUNDERBIRD COMMANDER R195 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 317kg
Seat Height: 700mm
Fuel Capacity: 22L

THUNDERBIRD LT R212 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 349kg
Seat Height: 700mm
Fuel Capacity: 22L

ROCKET III ROADSTER R199 500



Engine: 2,294cc
Power: 146hp
Torque: 221Nm
Weight: 367kg
Seat Height: 750mm
Fuel Capacity: 24 L

TIGER 800 XRr R127 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 210kg
Seat Height: 810mm
Fuel Capacity: 19L

TIGER 800 XCx R139 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 215kg
Seat Height: 845mm
Fuel Capacity: 19L

TIGER 1200 EXPLORER R164 500



Engine: 1,215cc
Power: 135hp
Torque: 121Nm
Weight: 259kg
Seat Height: 837mm
Fuel Capacity: 20L

TIGER 1050 SPORT 2015 R139 500



Engine: 1,050cc
Power: 123hp
Torque: 104Nm
Weight: 235kg
Seat Height: 830mm
Fuel Capacity: 20L
2014 model: R129 500



www.victorymotorcycles.co.za

MAGNUM FROM R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 345kg
Seat Height: 654mm
Fuel Capacity: 22L

CROSS COUNTRY TOUR R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 384kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

VISION TOUR R349 900



Engine: 1,731cc
Power: 96hp
Torque: 147Nm
Weight: 394kg (dry)
Seat Height: 673mm
Fuel Capacity: 22.7L

CROSS COUNTRY R289 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 347kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

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JUDGE R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg
Seat Height: 658mm
Fuel Capacity: 17L

HIGH BALL R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L

HAMMER 8 BALL R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 660mm
Fuel Capacity: 17L

VEGAS 8 BALL R179 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 290kg (dry)
Seat Height: 640mm
Fuel Capacity: 17L

BOARDWALK R235 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 307kg (dry)
Seat Height: 658mm
Fuel Capacity: 17.8L

HAMMER S R229 000



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 673mm
Fuel Capacity: 17L

GUNNER R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L



www.yamaha.co.za

YW125 R34 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 121kg
Seat Height: 780mm
Fuel Capacity: 6L

MW 125 TRICITY R47 950



Engine: 124.8cc
Power: 11hp
Torque: 10.4Nm
Weight: 152kg
Seat Height: 780mm
Fuel Capacity: 6.6L

TMAX 500 R94 950



Engine: 530cc
Power: 45.8hp
Torque: 52.3Nm
Weight: 208kg
Seat Height: 800mm
Fuel Capacity: 15L

FZ6-R (XJ6) R84 950



Engine: 600cc
Power: n/a
Torque: n/a
Weight: 217kg
Seat Height: 785mm
Fuel Capacity: 17L

XT 660R R79 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 181kg
Seat Height: 865mm
Fuel Capacity: 15L

XT 660Z R99 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 206kg
Seat Height: 895mm
Fuel Capacity: 23L

XT 1200Z FROM R154 950



Engine: 1,199cc
Power: 110bhp
Torque: 114Nm
Weight: 261kg
Seat Height: 845mm
Fuel Capacity: 23L

MT-07 R94 950



Engine: 689cc
Power: 73hp
Torque: 68Nm
Weight: 179kg
Seat Height: 805mm
Fuel Capacity: 14L

MT-09 R117 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 188kg
Seat Height: 815mm
Fuel Capacity: 14L

MT-09 TRACER R124 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 210kg
Seat Height: 845/860mm
Fuel Capacity: 18L

YZF-R6 R119 950



Engine: 599cc
Power: 130hp
Torque: n/a
Weight: 189kg
Seat Height: 850mm
Fuel Capacity: 17L

YZF-R1 TBA



Engine: 998cc
Power: 200hp
Torque: 112.4Nm
Weight: 199kg
Seat Height: 855mm
Fuel Capacity: 17L

FJR 1300 R179 950



Engine: 1,298cc
Power: 145hp
Torque: 125Nm
Weight: 264kg
Seat Height: 805mm
Fuel Capacity: 25L

XVS 1300 STRYKER R129 950



Engine: 1,311cc
Power: n/a
Torque: n/a
Weight: 293kg
Seat Height: 670mm
Fuel Capacity: 15.1L

BOLT R114 950



Engine: 942cc
Power: n/a
Torque: 80Nm
Weight: 247kg
Seat Height: 690mm
Fuel Capacity: 12L
Bolt R version: R119 950



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S R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 171kg
Seat Height: 807mm
Fuel Capacity: n/a

DS R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 173kg
Seat Height: 843mm
Fuel Capacity: n/a

SR R159 900



Engine: n/a
Power: 67hp
Torque: 144Nm
Weight: 188kg
Seat Height: 807mm
Fuel Capacity: n/a

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